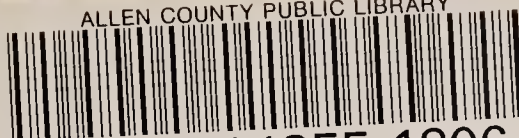


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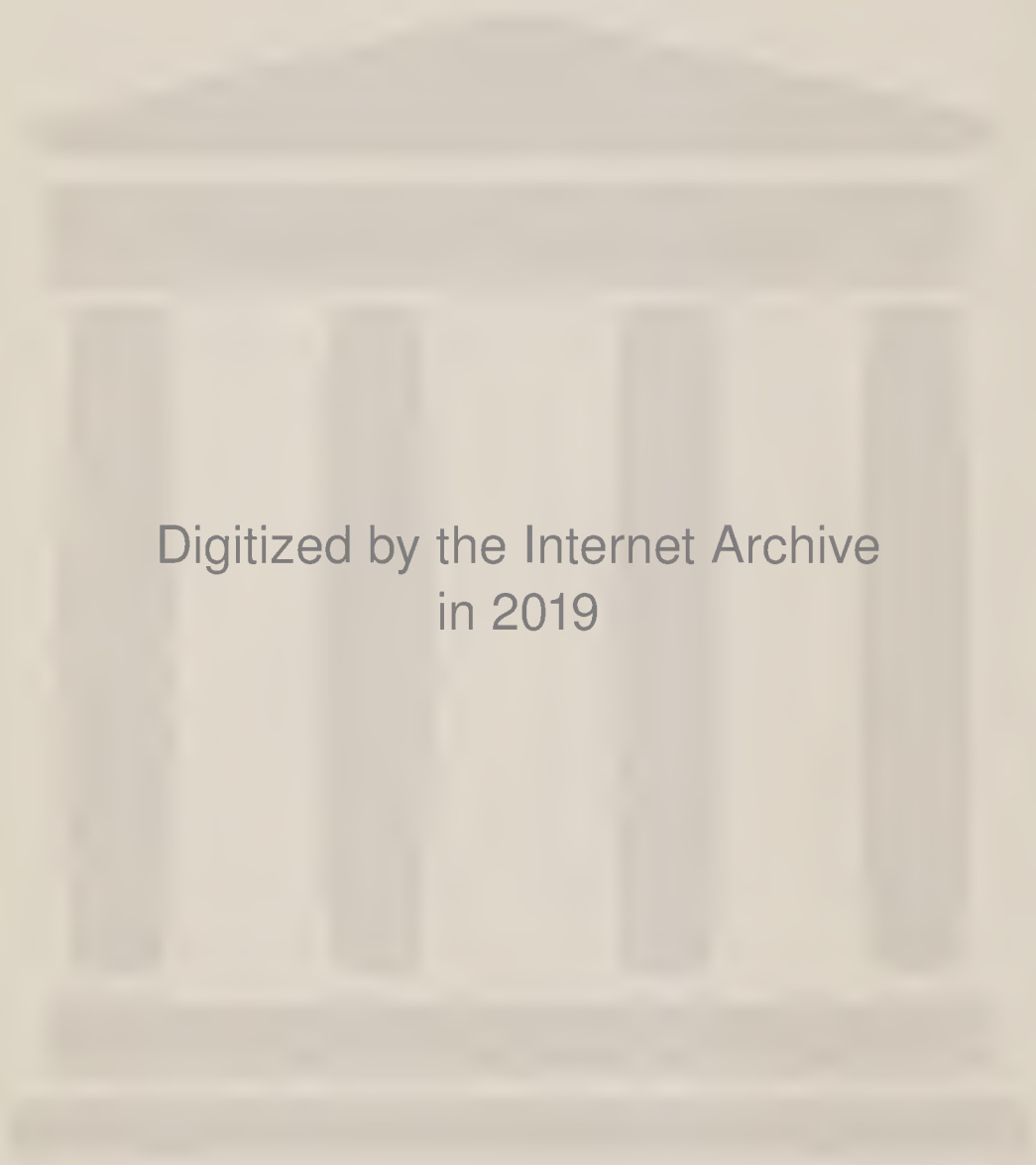
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Federal Writers' Project

Rhode Island a guide to the
smallest state

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A M E R I C A N G U I D E S E R I E S

RHODE ISLAND

A G U I D E T O T H E S M A L L E S T S T A T E

*Written by Workers of the Federal Writers' Project of the
Works Progress Administration for the State of Rhode Island*

SPONSORED BY LOUIS W. CAPPELLI, SECRETARY OF STATE, CHAIRMAN OF THE
SPONSORING COMMITTEE

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H O U G H T O N M I F F L I N C O M P A N Y - B O S T O N

The Riverside Press Cambridge

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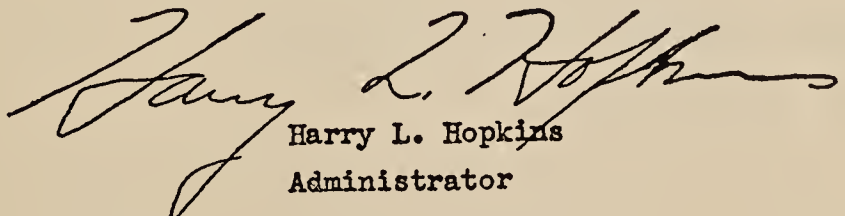
See Maryland 1.00

Rhode Island: A Guide to the Smallest State is, in order of publication, the third volume in the New England group of the American Guide Series, written by members of the Federal Writers' Project of the Works Progress Administration. Designed primarily to give useful employment to needy writers and research workers, this project has gradually developed the ambitious objective of utilizing the talent among the unemployed writers to create and present a comprehensive portrait of America. Since such a task has never been undertaken before it was necessary to devise new methods as well as to prepare new tools. The result is a collective work to which all the writers and research workers contributed according to their talents, and the final collation of facts and the rewriting and editing of the material was done by a few experienced authors and editors in central offices. This book, therefore, represents a blend of the work of the entire personnel, aided by consultants who have volunteered their services most generously.

Though treated as an independent unit, Rhode Island: A Guide to the Smallest State gains in significance when recognized as part of a series of fifty-five volumes, which, when completed, will cover the entire United States, Alaska, and Puerto Rico.

In addition to this large integrated set of guides, many books of historical or interpretative nature are being written by the Federal Writers' Project. As they appear in increasing numbers, the American public will, we hope, come to appreciate more fully not only the unusual scope of this undertaking, but also the excellence aimed at in this work. The Federal Writers' Project, directed by Henry G. Alsberg, is in the Division of Women's and Professional Projects under Ellen S. Woodward, Assistant Administrator.

See Maryland 1.00


Harry L. Hopkins
Administrator

LOUIS W. CAPPELLI
SECRETARY OF STATE



JAMES C. CARR
DEPUTY

FRANCIS A. MANZA
SECOND DEPUTY

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
OFFICE OF THE SECRETARY OF STATE
PROVIDENCE

RHODE ISLAND: A GUIDE TO THE SMALLEST STATE, is the first major accomplishment of the Federal Writers' Project for Rhode Island. More than a conventional guide book, this volume attempts to describe the history and heritage of Rhode Island as well as its many points of interest. It is intended not only to acquaint visitors with the real Rhode Island, but also to enlighten Rhode Islanders as to their own little State.

As Secretary of State I am more than pleased that this publication is being made available to Rhode Island and to the nation.

Louis W. Cappelli
Secretary of State



P R E F A C E

RHODE ISLAND is a conservative State that still sticks to its early designation, 'The State of Rhode Island and Providence Plantations.' It was the first of the thirteen Colonies to declare independence of Great Britain, and the last to ratify the Federal Constitution. It has a 'city' of forty-five square miles that contains dozens of small villages, but no metropolitan center; a city only a mile square with more than 25,000 inhabitants; and a township of forty-nine square miles with a population of but 402.

Although the 'Smallest State,' it lays claim to a greater number of historic sites and other points of interest than can be found in some of the largest States of the Union. Not all of these are dealt with in this book — for the sake of brevity the editors have been obliged to omit mention of dozens of Early American houses, embankments thrown up to repel foreign invaders who never appeared, and many hillocks on which were erected beacon poles with kettles of tar to be burned when Indians or British threatened. They have striven to avoid the all too prevalent conception that American history stopped with the Revolution, or at best by 1800; and they have included here many points of interest which, although not now 'historic,' may well be considered so a century hence.

The goal of those who have worked upon this book has been to present an adequate, accurate, and interesting picture of Rhode Island, past and present, in all its complex and changing aspects. Rhode Island's early settlers were probably the most varied group of religious non-conformists ever gathered in a colony, and its present population is racially one of the most diversified in the Union. In respect to scenic and recreational details, chief emphasis has been placed upon the coastal regions rather than the relatively uninteresting and sparsely populated inland area. In the group of 'background' essays, local history and politics have been traced from Roger Williams to Governor Robert E. Quinn; industry from William Blackstone's apple orchard to the modern textile mills; transportation from Canonicus' canoe to the airplane; and so on through the list of other subjects dealt with.

The book could not have been completed without the voluntary assistance of many loyal Rhode Islanders. The editors are especially

indebted to the following, who have offered valuable advice and criticism: Prof. George E. Adams, Miss Edith R. Blanchard, Prof. Chelcie C. Bosland, Mr. Herbert O. Brigham, Prof. Charles W. Brown, Mr. William L. Bryant, Mr. John H. Cady, Mr. Howard M. Chapin, Prof. J. Franklin Collins, Miss Sallie Coy, Prof. S. Foster Damon, Mrs. Antoinette F. Downing, Dr. Basil E. Gilbert, Mr. John H. Greene, Mr. Burton K. Harris, Mr. Norman M. Isham, Mr. Charles Keller, Mr. Joseph J. Kirby, Dr. Stephen B. Luce, Mr. William Davis Miller, Mr. G. Andrews Moriarty, Mrs. Elizabeth A. Morse, Mr. Addison P. Munroe, Prof. Alonzo W. Quinn, Mr. Clarence E. Sherman, Miss Maud L. Stevens, Mr. Wilfred E. Stone, Mr. George B. Utter, Mr. L. Metcalfe Walling, Mr. Richard B. Watrous, and Mr. Frederic E. Whitaker.

This volume was prepared under the editorial supervision of Joseph Gaer, Editor-in-Chief of the New England Guides and Chief Field Supervisor of the Federal Writers' Project.

JARVIS M. MORSE
State Director

CONTENTS

FOREWORD	<i>Photostat</i>
By Harry L. Hopkins, Federal Administrator, Works Progress Administration	

FOREWORD	<i>Photostat</i>
By Louis Cappelli, Secretary of the State	

PREFACE	ix
By Jarvis M. Morse, State Director, Federal Writers' Project	

NOTATIONS ON THE USE OF THE BOOK	xix
----------------------------------	-----

GENERAL INFORMATION	xxi
---------------------	-----

Transportation and Accommodations	Climate and Equipment Information for the Motorist
Recreations	

ANNUAL EVENTS	xxv
---------------	-----

I. RHODE ISLAND: THE GENERAL BACKGROUND

THE NATURAL SETTING	3
THE INDIANS	22
HISTORY	32
THE STATE GOVERNMENT	60
INDUSTRY AND COMMERCE	66
LABOR	78
TRANSPORTATION	86
AGRICULTURE	93
FOREIGN GROUPS	98
FOLKLORE	106
EDUCATION	116
RELIGION	125

SPORTS, RECREATION, AND CONSERVATION	130
ARCHITECTURE	137
ART AND ARTISTS	149
LITERATURE AND JOURNALISM	157
MUSIC	164
THE THEATER	175

II. MAIN STREET AND VILLAGE GREEN

(City and Town Descriptions and City Tours)

Bristol	183
Newport	198
Pawtucket	241
Providence	252
Warwick	292
Westerly	298
Woonsocket	311

III. HIGH ROADS AND LOW ROADS (TOURS)

(Mile-by-Mile Description of the State's Highways)

TOUR 1	From Massachusetts Line (North Attleboro) to Connecticut Line (New London). US 1	321
1A	From Westerly to Watch Hill	346
2	From Providence to Westerly. State 3	350
2A	From Junction with State 3 (Cranston) to Junction with State 3 (Washington). State 3A	363
3	From Junction with State 3 (Warwick) to Junction with US 1 (Charlestown). State 2	368
4	From Massachusetts Line (Worcester) to Providence. State 146	376
4A	From Junction with State 146 and Breakneck Hill Rd. (Lincoln Township) to Junction with US 1 (Providence)	382

4B From Woonsocket to Junction with US 44 (North Providence). State 104	385
4C From Massachusetts Line (Worcester) to Providence. State 122	388
5 From Massachusetts Line (Wrentham) to Newport. State 11 and State 114	392
5A From Junction with US 6 (East Providence) to Junction with State 114 (Barrington). Barrington Parkway and State 103	410
6 From Massachusetts Line (Fall River) to Junction with State 114 (Newport). State 138	413
6A From Tiverton to Sakonnet Point. State 126 and Sakonnet Point Rd.	421
7 From Newport to Saunderstown, via Jamestown (on Conanicut Island)	424
7A Circuit of Conanicut Island	428
8 From Newport to Block Island, via boat	
Sec. a. Newport to Block Island	433
Sec. b. Block Island to Settlers' Rock	437
Sec. c. Circuit of Block Island	439
9 From Massachusetts Line (Uxbridge) to Wickford. State 102	440
10 From Massachusetts Line (Fall River) to Connecticut Line (Willimantic). US 6	449
11 From Massachusetts Line (Taunton) to Connecticut Line (Putnam). US 44	457

CHRONOLOGY	463
------------	-----

BIBLIOGRAPHY	475
--------------	-----

INDEX	481
-------	-----



ILLUSTRATIONS AND MAPS

GLIMPSES INTO THE PAST

Blaskowitz Map of Narragansett Bay (1777)

Courtesy of the John Carter Brown Library

Reconstruction of a Narragansett Indian Village, Goddard Park, Warwick

Burning of the 'Gaspee' in 1772

Courtesy of the Rhode Island Historical Society

Governor Joseph Wanton

Courtesy of the Rhode Island Historical Society

Portrait of Thomas W. Dorr

Oliver Hazard Perry House, South Kingstown

between 36 and 37

Fireplace, Nathanael Greene House, Anthony

Doorway, Oliver Hazard Perry House
Governor Samuel Ward King

Courtesy of the Division of Public Buildings

General Nathanael Greene

Courtesy of the Rhode Island Historical Society

City of Providence about 1850

Courtesy of the Rhode Island Historical Society

Brown University about 1840

Courtesy of the John Carter Brown Library

State Capitol, Providence

FARM AND FACTORY

The Second Slater Mill (1793), Pawtucket

Cranston Print Works, Cranston

Arctic Mill, West Warwick

Preparation of yarn for dyeing, Thies Dyeing Company, Centerville

Silverware making, the Gorham Company, Providence

Courtesy of the Gorham Company

Tool making, the 'Scraping Department,' Brown & Sharp Manufacturing Company, Providence

Tool making, milling machinery, Brown & Sharp Manufacturing Company, Providence

Courtesy of Brown & Sharp Manufacturing Company

Lace manufacturing, Bancroft Lace Company, West Warwick

between 66 and 67

Stone carving, Smith Granite Company, Westerly

Yacht under construction, The Herreshoff Company, Bristol

Courtesy of W. Lincoln Highton

Yacht finishing, C. T. Bent, East Greenwich

Government Navigation Service, Bristol

Courtesy of W. Lincoln Highton

Port of Providence

Courtesy of W. Lincoln Highton

Rhode Island Turkey

Rhode Island Red Hens at Rhode Island State College, Kingston

Cows at Rhode Island State College, Kingston

ON THE CAMPUS

between 112 and 113

Rhode Island Hall, Brown University, Providence

Courtesy of W. Lincoln Highton

Campus Scene, Rhode Island State College, Kingston

Gymnasium, Rhode Island State College, Kingston

Providence College, Providence

Moses Brown School, Providence

Diman Hall, St. George's School, Middletown

Campus Scene, St. George's School, Middletown

THE BUILDER'S ART

between 142 and 143

Clemence House, Johnston
 Eleazer Arnold Tavern, or Old Stone
 Chimney House, Lincoln
 First Baptist Meeting-House, Provi-
 dence
 Old Colony House, Newport
Courtesy of W. Lincoln Highton
 John Brown House, Providence
Courtesy of W. Lincoln Highton
 'Hearthside,' Lincoln

Old Brick Market, Newport
 Entrance, John Carter Brown (or
 Nightingale) House, Providence
 Linden Place, Bristol
 Entrance, Crawford Allen House,
 Providence
 Immanuel Case House, Wickford
 Doorway, Slatersville
Courtesy of W. Lincoln Highton

THE URBAN AND SUBURBAN SCENE

between 188 and 189

Bradford House, Hope Street, Bris-
 tol
 Governor William Greene House,
 Division Street, Warwick
 Captain Card House, Westerly
 Harbor Scene, Newport
Courtesy of W. Lincoln Highton
 Wanton-Lyman-Hazard House,
 Newport
 Two views of the Fleur de Lys Build-
 ing, 7 Thomas Street, Providence

Providence Harbor from Fort Hill,
 East Providence
Courtesy of W. Lincoln Highton
 Pergola, John Brown House, Provi-
 dence
 Country Road, Potowomut Peninsula,
 Warwick
 Reynolds House, Hope Street, Bristol
 A picturesque corner, Angell and
 Benefit Streets, Providence

OLD AND NEW CHURCHES

between 232 and 233

Slatersville Congregational Church,
 North Smithfield
Courtesy of W. Lincoln Highton
 Quaker Meeting-House, Newport
Courtesy of W. Lincoln Highton

Old Jewish Cemetery, Newport
Courtesy of W. Lincoln Highton
 Holy Trinity Church, Tiverton
 Church of the Precious Blood, Woon-
 socket
 Trinity Church, Newport

HERE AND THERE

between 336 and 337

Lightning Splitter House, East
 Providence
Courtesy of W. Lincoln Highton
 Hannah Robinson House, Narra-
 gansett
 Doorway, Narragansett Church,
 Wickford
 Doorway, Hannah Robinson House,
 Narragansett
 Street Scene, Wickford
 Doorway, Bishop House, Rumford

Windmill, Portsmouth
 Mount Hope Bridge, Bristol-Ports-
 mouth
Courtesy of W. Lincoln Highton
 Amos Cook House, Cumberland Hill
 Fireplace House, Lincoln Woods,
 Lincoln
 A South County Farmyard, Narra-
 gansett
 Watch Hill, Block Island Sound

HERE AND THERE

between 366 and 367

Western Hotel, Nasonville
 Arnold Ellis House, West Green-
 wich
 Newman Church, Rumford
 Whitcomb Farmhouse, East Provi-
 dence
Courtesy of W. Lincoln Highton
 Jamestown Ferry
 Purgatory, Middletown
 Grave of Thomas Willett, East
 Providence

John Howland House, Tiverton
 Centerville Bridge
 Country Road, West Warwick
 Friends Meeting-House, Woonsocket
 Willing Vose House, Woonsocket
 Providence County Court House
 New Industrial Trust Company,
 Providence
 Doorway, St. John's Rectory, New-
 port

SURF, SAIL, AND THE GREAT OUTDOORS

between 396 and 397

Yacht 'Aloha,' Newport Harbor

Courtesy of W. Lincoln Highton

Rhode Island Yacht Club, Cranston

Fish nets, Newport Harbor

Courtesy of W. Lincoln Highton

Boating near Pawtuxet Cove,
Cranston

Bathing, Scarborough Beach, Narra-
gansett

Waves lapping on the sand, Watch
Hill and Napatree Point, Wes-
terly

King Park, near Site of Rocham-
beau's Landing at Newport

Playground, Pawtucket

Drive, Lincoln Woods Reservation,
Lincoln

Picnic Grove and Fireplace, Goddard
Park, Warwick

Down the Home Stretch, Narra-
gansett Park, Pawtucket

Courtesy of Providence 'Star-Tribune'

Cliff Walk, Newport

Courtesy of W. Lincoln Highton

Seascape, near Cliff Walk, Newport

Courtesy of W. Lincoln Highton

MAPS

Rhode Island State Map

Back pocket

Reverse side: Rhode Island Transportation Map

Newport City Map

218

Providence Metropolitan Map

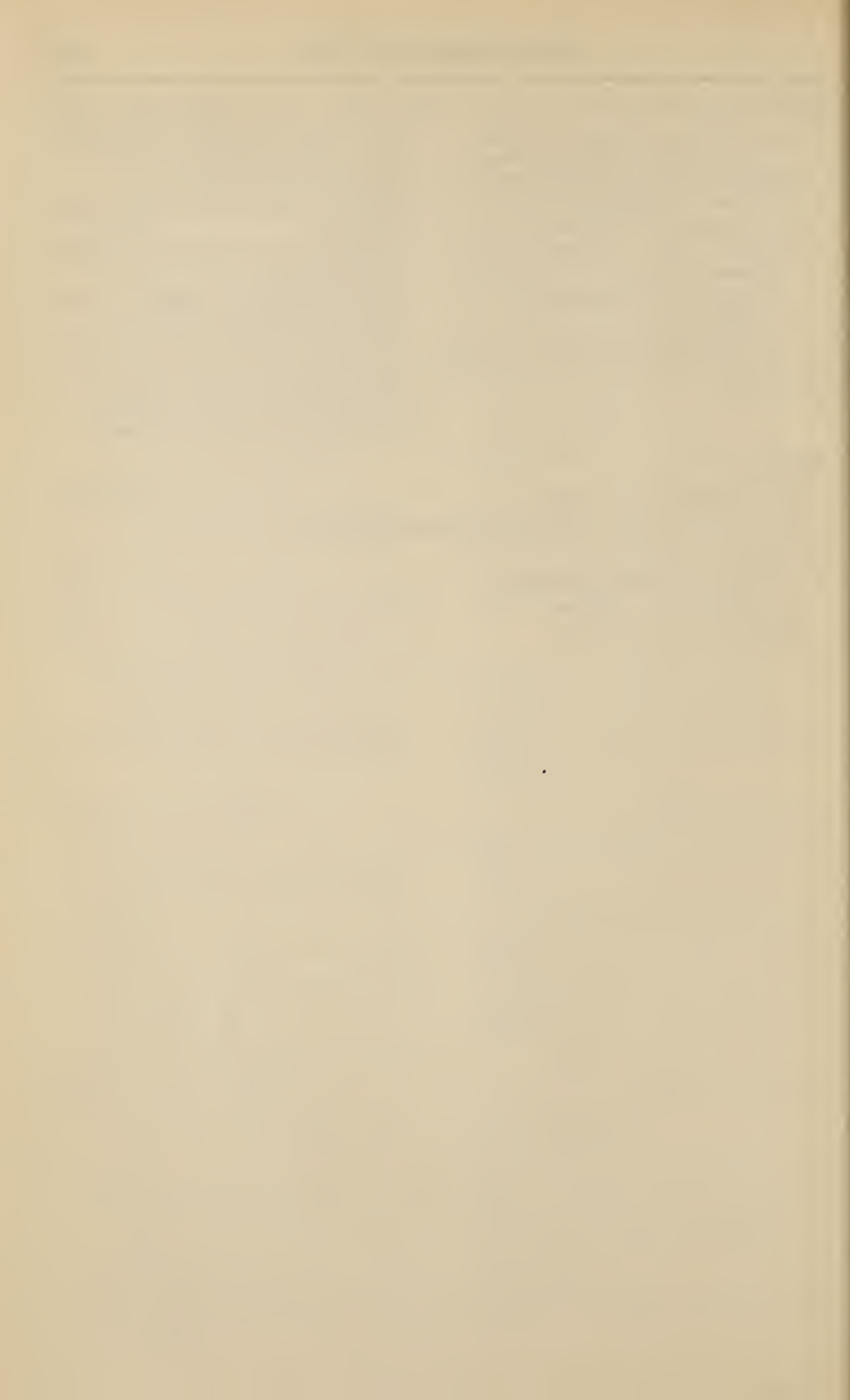
254

Providence Civic Center

282

Rhode Island Key Map

322



NOTATIONS ON THE USE OF THE BOOK

General Information on the State contains practical information for the State as a whole; the introduction to each city and tour description also contains specific information of a practical sort.

The *Essay Section* of the *Guide* is designed to give a reasonably comprehensive survey of the State's natural setting, history, and social, economic, and cultural development. Limitations of space forbid elaborately detailed treatments of these subjects, but a classified bibliography is included in the book. A great many persons, places, and events mentioned in the essays are treated at some length in the city and tour descriptions; these are found by reference to the index. The *State Guide* is not only a practical travel book; it will also serve as a valuable reference work.

The *Guide* is built on a framework of Tour Descriptions, written in general to follow the principal highways from north to south or from east to west, though they are as easily followed in the reverse direction.

As a matter of convenience, lengthy descriptions of cities and towns are removed from the tour sections of the book and separately grouped in alphabetical order.

Each tour description contains cross-references to other tours crossing or branching from the route described; it also contains cross-references to all descriptions of cities and towns removed from the tour descriptions.

Readers can find the descriptions of important routes by examining the tour index or the tour key map. As far as possible, each tour description follows a single main route; descriptions of minor routes branching from, or crossing, the main routes are in smaller type.

Cumulative mileage is used on main and side tours, the mileage being counted from the beginning of each main tour or, on side tours, from the junction with the main route; mileage is started afresh on side routes branching from side routes. The mileage notations are at best relative, since totals depend to some extent on the manner in which cars are driven — whether they cut around other cars, round curves on the inside or outside of the road, and so forth. Then, too, the totals will in the future vary from those in the book because of road building in which curves will be

eliminated and routes will be carried around cities and villages formerly on the routes.

Inter-State routes are described from and to the State Lines; in the *Index to Tours* and in the tour headings the names of the nearest out-of-State cities of importance on the routes are listed in parentheses to enable travelers readily to identify the routes.

Descriptions of points of interest in each city are numbered and arranged in the order in which they can conveniently be visited; the numbers preceding the descriptions correspond with the numbers on the map of the city. The key list of points of interest on the city map is a partial index to the descriptions of points of interest in the city.

Points of interest in cities, towns, and villages have not been indexed under the names of such communities, because many persons know the name of a point of interest, but are doubtful as to the name of the community in which it is situated.

GENERAL INFORMATION

TRANSPORTATION AND ACCOMMODATIONS

(State map showing highways, and map giving routes of railroads, airlines, bus lines, and water transportation, in pocket at inside of front cover.)

Railroads: New York, New Haven and Hartford Railroad (N.Y., N.H. & H.) operates all lines within the State. Main line (Boston to New York) runs southwest through Providence. Branch lines from Providence to Woonsocket and Worcester, and from Providence to Bristol. (*See Transportation map.*)

Bus Lines: Greyhound Lines, Great Eastern Bus System, New England Transportation Company, Short Line. Ten lesser lines offer intrastate service. (*See Transportation map.*)

Highways: Three Federal highways. Highway patrol maintained. No border inspection. Gasoline tax 3¢. (*For highway routes see State map.*)

Steamboat Lines: Colonial Navigation Company offers year-round service to New York. Summer lines to Newport and Block Island. (*See Transportation map.*)

Airlines: American Airlines, Inc., connecting, at State airport in Warwick, with transcontinental lines from Boston and New York. (*See Transportation map.*)

Accommodations: Best sleeping and dining accommodations are in Providence, Newport, and Woonsocket. Scattered but adequate elsewhere.

RECREATIONS

Recreational Areas: Newport, Narragansett Pier, Providence, Narragansett Bay coast line, and Atlantic seaboard. Ample swimming, boating, fishing, golfing, tennis, and riding facilities. Summer colonies at Narragansett Pier, Newport, Conanicut Island, and elsewhere.

Fishing Laws: Game fish are defined as trout, black bass, pickerel, white perch, and yellow or striped perch.

Open Season: Trout, April 15 — July 15. Black bass, June 20 — February 20. Pickerel, June 20 — February 20. Lobster, April 1 — December 31. Oysters and scallops, second Monday in September — January 15.

Licenses: Required of all male persons over 18 years of age when fishing in fresh-water ponds and streams. Women, and children under 18 years, are exempt. Resident, \$1.25. Non-resident, same fee as required of non-residents in their State, but not less than \$2.50. Aliens who have resided in the State one year, \$2.50. Other aliens, \$5. Lobster, \$5. Shellfish, \$2. Issued by city and town clerks.

Limits (daily): Black bass (not less than 10 inches in length), 8. Pickerel (10 inches), 18. Trout (7 inches), 20. White perch (6 inches), 20. Yellow or striped perch (6 inches), 30. Lobster ($4\frac{1}{8}$ inches, body measure). Residents are allowed to take 1 bushel of oysters, clams, and quahaugs without a license; with license, 20 bushels.

Prohibited: Sale of black bass, trout, pickerel, and yellow perch caught in State waters.

Hunting Laws: Small game is defined as pheasants, ruffed grouse, woodcock, quail, ducks, geese, Wilson snipe, brant, rails, gallinules, sora, coot, rabbit, hare, fox, squirrel, raccoon, muskrat, mink, and otter.

Open Season (dates inclusive): Partridge, quail, cock pheasant, November 1 — December 31 (New Shoreham pheasants are protected except on the first and third Wednesdays in November and first Wednesday in December). Limit, two per day. Woodcock, November 1 — November 20. Duck (except wood duck, ruddy duck, bufflehead duck), goose (except Ross' goose and snow geese), brant, coot, jacksnipe, October 21 — November 19. Rails and gallinules, September 1 — November 30. Gray squirrel, hare, rabbit, November 1 — December 31. Raccoon, October 1 — February 1. Muskrat, mink, otter, November 1 — February 1 (Bristol and Newport counties, December 1 — March 1).

Licenses: Resident, \$2.25. Non-resident, \$10.25. Aliens, \$15.25. Issued by city and town clerks.

Limits: 2 ruffed grouse or partridges, 3 cock pheasants, 6 quail, 10 ducks, 4 geese including brant, 4 woodcock, 15 Wilson snipe, 15 coot, 15 rails and gallinules a day. Migratory game birds may be possessed during the first ten days of closed season, but not more than one day's limit of such birds may be possessed at any one time.

Game taken outside of State and legally exported may be imported and possessed under permit from commissioners, except migratory game birds as mentioned previously.

Export of all game prohibited; excepting that a non-resident licensee may take out under his license 10 wild ducks, 4 geese including brant, 4 woodcock, and 10 each of jacksnipe, coots, rails, and gallinules in one calendar year if carried open to view.

Prohibited: Use of wire snares, poison, traps set in open, ferreting, or use of weasel; killing of hen pheasants, wood duck, swan, or

shore birds; shooting of game birds between sunset and one-half hour before sunrise.

Note: Hunting and fishing laws are altered so frequently that tourists should procure the latest digest available.

CLIMATE AND EQUIPMENT

Weather conditions are uncertain. The summer wardrobe of light clothing should be supplemented by heavier wraps to meet occasional periods of damp chilly weather which occur during the hottest months. Topcoats are in general use in the spring and fall seasons, while overcoats of heavy weight are worn throughout the winter. Except in rare instances the snowfall is moderate, with the main arteries of travel open and passable.

INFORMATION FOR THE MOTORIST

Non-resident owners or operators of motor cars are permitted to use the highways of the State, provided they have complied with the laws of registration and operation of the State or section in which they reside, and provided that the State or section in which they reside extends a reciprocal privilege to drivers of Rhode Island cars. Registrar of Motor Vehicles reserves right to revoke this privilege. Registrar reserves right of attorney for service of civil process against non-residents. Registration Authority, Division of Motor Vehicles, State Office Building, Providence. Office hours from 9 to 4.30. Saturday to 12 noon.

Legal Speeds: Twenty miles per hour in congested areas, 35 miles per hour elsewhere. State Police post signs giving limits of reasonable speed on all State highways, except in winter months. These signs have no legal validity, however, and are no assurance against arrest if a driver operates at a speed which shall be considered unreasonable in unusual circumstances. Congestion in the State, as elsewhere in New England, makes strict supervision of speed imperative. The State regulates all speed laws, in urban as well as rural districts.

General Rules of the Road: At intersections, driver approaching from right has right of way. Trolley cars are not to be passed on the side open for passengers except where there is an established safety zone or on the direction of a traffic officer. It is permissible to pass trolley cars on the left, at a cautious rate of speed, and at the driver's risk. No turn may be made at a red light except where such is indicated by a green arrow. Keep in right-hand lane except when overtaking or passing another vehicle; do not pass on the right; never pass on a hill curve, or other place where the view is obstructed. Do not pass at intersections. Observe and obey all highway signs. Any person who moves, releases the brakes of, or

disturbs a motor vehicle belonging to someone else is subject to the law against operating or tampering with a motor vehicle without the consent of the owner. Any person in a motor vehicle who removes any article from fields, gardens, or land subjects the operator of that vehicle to loss of license upon conviction. There are laws against driving under the influence of drugs or intoxicating liquors (heavy penalty), racing on the highways, excessive exhaust smoke, driving with muffler open, using sirens, and throwing lighted tobacco or any other lighted material on the roads. Motor cars must have a rear lamp, and must have two head lamps operating sufficiently to reveal objects at a distance of two hundred feet. These must be used from one-half hour after sundown until one-half hour before sunrise, or at any other time when objects cannot be discerned within a distance of two hundred feet.

Trailers: Trailers are permitted at any of the State reservations having a camp site. There are camp grounds at Goddard Park (Warwick), Lincoln Woods (Lincoln), Dawley Park (Richmond), Haines Park (Barrington), and Pawtuxet River Reservation (Cranston). Permit 15 cents, plus 50 cents charge for a week or part thereof. Parking limit two weeks, but extension may be secured if camp is not crowded. Trailers may be parked at any private auto camp that makes arrangements for them; there are such camps at Matunuck, Point Judith, Narragansett, and Middletown.

Persons walking on highways shall keep as far to the left as is practicable.

Ambulances, fire engines, and police cars have right of way at all times.

Motorists requiring services of State Police should report by telephone to the nearest of the following barracks:

	<i>Telephone</i>
Lincoln Barracks	Perry 1200
Chepachet Barracks	Pascoag 12
Scituate Barracks	Scituate 12
Wickford Barracks	Wickford 12
Hope Valley Barracks	Hope Valley 12
Portsmouth Barracks	Portsmouth 12

ANNUAL EVENTS

Note: nfd means no fixed date.

Jan.	2d wk	Providence	Mid-Winter Concert, Providence Festival Chorus.
Jan.	nfd	Providence	Ice Carnival, Rhode Island Department American Legion.
Feb.	1st wk	Providence	Winter Sports Carnival.
Feb.	nfd	Providence	Military Ball, Rhode Island Chapter Reserve Officers' Association.
March	nfd	Providence	Manual Art Exhibit of Junior High School Work.
April	1	State	Opening of the Lobster Season.
April	15	State	Opening of the Trout-Fishing Season.
April	4th wk	State	Annual Jamboree, Rhode Island Boy Scouts.
April	nfd	State	Flower Show, Rhode Island Federation of Flower Clubs.
May	4	State	Rhode Island Independence Day.
May	30	Pawtucket	Novelty Park Club Marathon.
May	30	Providence	Interscholastic Track Meet.
May	1st wk	Newport	Opening of the Newport Casino Season.
May	1st wk	Providence	Exhibit of the Handicraft Club.
May	2d wk	Providence	Music Week Festival, Rhode Island Federation of Music Clubs.
May	4th wk	Jacob's Hill (Seekonk, Mass.)	Annual Horse Show.
May	4th wk	Providence	Invitation Tournament, Rhode Island Golf Association.
May	nfd	Pawtucket	Opening of the Racing Season, Narragansett Park.
June	3d wk	Providence	State Women's Amateur Golf Title Play.
June	nfd	Newport	Newport to Bermuda Race, Cruising Club of America.
June	nfd	Providence	Providence Festival Chorus Concert.
June	nfd	State	Annual Encampment, Veterans of Foreign Wars.
July	nfd	Cranston	Long Distance Overnight Race, Edge-wood Yacht Club.
July	nfd	Newport	America's Cup Races, New York Yacht Club, in Years of English Challenge.
July	nfd	Providence	Display of Roses, Roger Williams Park.
Aug.	1st wk	Newport	Amateur Flower Show, Newport Horti-cultural Society.
Aug.	1st wk	Newport	Newport Flower Show, Newport Garden Association.
Aug.	1st wk	Portsmouth	American Kennel Club Dog Show.

Aug.	3d wk	Newport	Floral, Fruit, and Vegetable Exhibit, Narragansett Horticultural Society.
Aug.	3d wk	Newport	Invitation Tennis Tournament, the Casino.
Aug.	3d wk	Newport	King and Astor Cup Races.
Aug.	3d wk	Newport	Annual Reception and Tea, Newport Art Association.
Aug.	4th wk	Watch Hill	Watch Hill Beach Club Water Carnival.
Sept.	16	State	Opening of the Oyster Season.
Sept.	1st wk	Kingston	Kingston Fair.
Sept.	1st wk	State	Opening of the Scallop Season.
Sept.	3d wk	Providence	New England Horseshoe Pitchers' Championship Tourney.
Sept.	4th wk	Providence	Endicott Cup Golf Tournament.
Sept.	4th wk	Providence	Rhode Island Junior Horseshoe Pitchers' Tournament.
Sept.	4th wk	Providence	Rhode Island Women's Golf League Tournament.
Sept.	nfd	State	Casting Tournament of Rhode Island Fish and Game Protective Association.
Oct.	27	Newport	Open House in Observance of Navy Day: Torpedo Station, Naval Training Station, Naval War College, and Naval Hospital.
Oct.	1st wk	Providence	Rhode Island Golf Association Invitation Tourney.
Oct.	2d wk	Pascoag	Harness Races, Burrillville Driving Club.
Oct.	nfd	Providence	Opening of the Boston Symphony Orchestra Concert Season.
Oct.	nfd	Providence	Opening of the Providence Community Concert Association Season.
Nov.	1	State	Opening of the Hunting Season.
Nov.	14	Olneyville	Pulaski Day Celebration.
Nov.	1st wk	Providence	Chrysanthemum Show.
Nov.	2d wk	West Warwick	Gertin Marathon.
Nov.	3d wk	Providence	Rhode Island Food Show and Better Homes Exposition.
Nov.	nfd	Providence	Opening of the Providence Symphony Orchestra Concert Season.
Dec.	1st wk	Providence	Providence Police Association Ball.
Dec.	4th wk	Providence	Charity Ball, Volunteers of America.

I. R H O D E I S L A N D : T H E
G E N E R A L B A C K G R O U N D

THE NATURAL SETTING

GEOGRAPHY AND TOPOGRAPHY

RHODE ISLAND, the smallest State in the Union, is about 48 miles long and 37 miles wide; it could be contained in Texas two hundred times. Of Rhode Island's 1497 square miles, more than 200 are occupied by the waters of Narragansett Bay, which extends 28 miles inland from the sea past gently rolling hills. The Island of Rhode Island, on which is situated the city of Newport, is the largest in the bay, others of note being Conanicut, Prudence, Dutch, and Gould. Seventy-six miles of coast face the Atlantic, while 170 miles of coastline skirt the inland waters of the State. Rhode Island is bounded on the west by Connecticut, and on the north and east by Massachusetts; the State lies between $41^{\circ} 18'$ and $42^{\circ} 31'$ North Latitude, and between $71^{\circ} 8'$ and $71^{\circ} 53'$ West Longitude.

From Napatree Point, at the extreme southwestern corner of the State, easterly to Point Judith is a continuous front line of beaches behind which lie many 'salt ponds.' These ponds have been formed by the sea breaking through the outer sand barrier, and then depositing sand to close the opening. East of Point Judith another beach area is found in the town of Narragansett. On the southern tip of the Island of Rhode Island wave action has created four or five more fine beaches, and another near Sakonnet on the eastern tip of the mainland. Within the bay itself the combined action of wave and tide has produced several sandspits and forelands, good examples of the latter being Gaspee Point and Conimicut Point, some seven and nine miles respectively to the south of Providence.

About midway between Point Judith and Montauk Point, New York, lies Block Island, comprising eleven square miles of tillable land; this is a noted vacation spot.

Rhode Island has three main topographical divisions, which correspond closely with geologic formations: (1) An area of sand-plain lowlands is adjacent to the ocean and Narragansett Bay. In this area carbonaceous and graphite shoals have offered little resistance to erosion. Bedrock may be 200 feet below sea level, and the eroded areas have been overlaid by heavy deposits forming the visible sand plains. (2) The slightly higher

and gently rolling lands to the east of the upper bay are composed of coarse sandstone and conglomerates which have withstood weathering to a greater degree than the formation just noted above. (3) The largest topographical division is that of higher land, which rises abruptly about 200 feet just west of Providence and reaches its highest point, 805 feet, at Durfee Hill in Glocester. The latter hill is surrounded by a plateau of from 600 to 700 feet in elevation. This plateau is marked by long ridgy hills which tend to have easy northern slopes, sharper southern slopes, and rather more abrupt western than eastern slopes.

Generally speaking, the western two-thirds of the State is underlaid by ancient crystalline rocks, which have withstood eroding better than the area nearer the shore. All of southeastern Rhode Island, except for a small part of Portsmouth and Tiverton, is less than 200 feet above sea level, but the northwestern section, or that part of the State lying roughly beyond a line drawn from the northern boundary of Westerly into Cumberland, is featured by elevations of 200 to 800 feet.

CLIMATE

Rhode Island, lying in the north temperate zone on the Atlantic seaboard, shares with the surrounding States the inconsistent climate characteristic of that region. Without going against Nature and absolutely defying the four seasons, Rhode Island climate has as many variations as the solar system will permit.

Being not only on the seacoast but also vastly encroached upon by the waters of Narragansett Bay, the State is at the mercy of winds from both land and sea. The temperature of these winds is affected by the elements over which they pass; if over land, it is hot in summer and cold in winter; if over sea, it is tempered by water's slower change, and is relatively cool in summer and warm in winter. Furthermore, the State is situated near the confluence of many low-pressure, cyclonic storm tracks, and this often causes abrupt changes of wind direction which play havoc with the climate. This condition prevails from October to April, and although the summer temperatures are more equable than those of the winter, the general weather conditions are never without their changes and surprises.

The climate of a region is usually judged by the length of the growing season, which lies between the two average or probable dates of killing frost. In Rhode Island the normal growing season extends from May 1 to

October 15, but there are distinct variations from year to year, and variation among the different communities even within the State's small area. Variations of the latter sort are so prevalent all over the country that the United States Department of Agriculture lists the growing season by municipalities rather than by States or even counties. From Rhode Island's northwest, or inland, portion to Block Island, which lies some ten miles off the coast, the season varies in length from four to seven months. Therefore, the five and one-half months from May 1 to October 15 can be taken only as an average. This period of 168 days is not significantly longer or shorter than the growing seasons in other temperate regions.

Rhode Island's seasonal variation in temperature averages 56° — that is, the thermometer rises 56° from the average winter low to the average summer high, or from 22.5° to 78.5° . The year 1934 gave two extremes, the thermometer going to 17° below zero in February and rising to 100° in July; but climatically, this was an extreme year throughout most of the United States. In July, 1936, when heat records were being broken in the West, the official temperature in Providence did not exceed 94° .

The average precipitation, or rainfall, is about 48 inches annually, of which very nearly half falls during the growing season. The rainfall in Rhode Island may be considered normal, being neither too little nor too much.

The average humidity (the relative amount of water vapor in the air) is 64.25 over the year; for the different periods of the year it is as follows: December to February, 66; March to May, 60; June to August, 66; September to November, 65. The number 100 corresponds to the saturation point of the air; at this point, the amount of water vapor in the air is so great that the vapor turns into precipitation or rain. Like the figures for the growing season, the figures for the average humidity vary considerably in different parts of the State, the humidity being higher near the inland waters. Summer climate along the coast is generally pleasant, and the prevailing direction of the winds, despite the innumerable disturbances, is northwest.

GEOLOGY AND FOSSIL REMAINS

Some twenty to forty thousand years ago, what is now the State of Rhode Island was beginning to be freed from the load of glacial ice

which had formerly been pushed intermittently down over the northeastern part of the country from farther north. This great mass of ice, calculated to have been more than a mile in thickness, exercised profound effects upon the land underneath, some of the results being amply illustrated in the State's present topography. Glacial action made the northern slopes of the hills more gentle than the southern; it carved out rock bowls to form natural reservoirs like Wallum Lake, Beach Pond, and Stafford Pond, and with the melting away of ice at the outer edge of its advance, it left deposits of boulders and ill-sorted *débris* in a terminal moraine. This terminal moraine is the rather prominent belt of irregular boulder-covered hillocks extending from Watch Hill eastward into Wakefield. As the edge of the glacier melted farther back, away from this ridge of *débris*, the rivers resulting from the melting of great volumes of ice often became overloaded with sediment, so that they spread out behind the terminal moraine barrier and deposited the sediment there. These deposits form some of the sand plains now found around Central Falls and Providence. Sometimes an especially thick ice fragment was left behind to melt more slowly while sand and gravel were deposited around it, so that when it was finally gone another sort of depression was left — a bowl in a dirt plain, which became a Lonsdale, Hammond, or Ponagansett Pond. The Island of Rhode Island in Narragansett Bay exists by reason of the fact that its bed rock was more resistant than the surroundings, so that glacial action left it standing up above the channels cut out on either side. The origin of other islands in the bay, such as Conanicut and Gould, is similar. Block Island in the Atlantic, on the other hand, is part of a terminal moraine formed by glacial *débris* dumped some distance out to sea from the present shoreline.

Much of New England is composed of old igneous and metamorphic rocks, but in several places there are down-folded troughs of younger bedded sedimentary rocks. The Narragansett basin, which extends from the lower Narragansett Bay northward and northeastward into Massachusetts, to a few miles east of Brockton and Middleboro, is such a trough. The western boundary of this basin runs from near Wakefield northward a few miles west of the bay, just west of East Greenwich, along the southeastern foot of Neutaconkanut Hill, west of Valley Falls, and crosses the northern boundary of the State near Diamond Hill. The eastern boundary runs south from Fall River, Massachusetts, through Tiverton, and follows along a short distance east of the east shore of the Sakonnet River. A few patches of granite and metamorphic rocks occur in this basin at Bristol, also to the southwest of Newport and at the south end of Conanicut

Island. Another small basin extends from Woonsocket southwest to the vicinity of North Scituate. Except for these basins of sedimentary rocks, the State is underlain by igneous and metamorphic formations. Thus, most of the western part of the State is composed of igneous and metamorphic rocks and most of the eastern part is in the area of the younger sedimentary deposits.

The rocks of the western part of the State are largely granites of several different ages (Northbridge, Sterling, Milford, and Quincy), but all several hundred million years old. They were formed by the cooling and solidification of great masses of molten material which had worked upward from within the earth toward, but not to, the surface. The fact that these rocks now crop out in the numerous ledges of western Rhode Island is due to long periods of erosion, during which thousands of feet of overlying material were stripped off. A very unusual type of stone, formed in the same way as the granites but of different composition, is the iron-bearing rock at Iron Mine Hill (*see Tour 4C*). This hill has aroused considerable popular interest because it is the only place in the world where such a formation is known to crop out and because, although it has only the one outcrop, heavy boulders of the same black material are found at many points to the south, even as far as Block Island, where they were carried by the glacier many millions of years later. The metamorphic rocks of the State include recrystallized types. Small patches of quartzite are all that remain of ancient sandstones. The greenstones, or chlorite schists, are probably old recrystallized basaltic lavas. They form many ledges and are quarried here and there for road metal. There are a few small masses of recrystallized limestone, especially near Limerock. All of these igneous and metamorphic rocks are geologically rather old, and have gone through a complicated history.

The younger formations of the sedimentary basins are some two hundred million years old, and were formed during the age when the coal of Pennsylvania and some of the other great coal-producing States was accumulating. On a floor of eroded igneous and metamorphic rocks were deposited layers of gravel, sand, and mud. At times the land became very damp, and considerable thicknesses of plant growth accumulated in the swamps where ancient plants grew in profusion. The black shales and slates today show many imprints of the leaves, stems, and trunks of the plants of that time. These beds of plant matter later turned into coal. After the deposition of these great layers of gravel, sand, mud, and coal, these beds were caught in a great compressional movement of the earth's crust which folded and faulted the land all along the Appalachian Moun-

tains. The buried material was then elevated and erosion began its attack. In this part of the country most of the coal-age rocks were carried away by erosion except the troughs of the folds, such as the Narragansett basin and the Woonsocket basin. Attempts to mine what remains of the coal have been made at Portsmouth, Cranston, Valley Falls, and elsewhere, but the coal generally has too much ash for use without special treatment, and in some places it was so compressed and crushed that it turned into graphite. Aside from the erosion, the only recorded geologic event before the recent glaciation was the intrusion of several small bodies of fine granite and related rocks near Westerly. At various places in the State there are mineral veins which yield some interesting mineralogical specimens, although they are usually small. Several old metal mines have been dug in these veins, but as far as can be learned, no great profits were gained therefrom.

The coal deposits of the Narragansett Bay region are rich in petrified plants of a prehistoric age. Research has revealed that local specimens are closely allied with specimens found in Missouri. Examples of fossils derived from the animal world are, however, seldom found within the boundaries of this State, and most of these belong to the family of insects and amphibians which have been uncovered in the coal measures around Plainville, Massachusetts. Occasional imprints of four-toed amphibians have been found by workers connected with the geology department of Brown University. Probably the chief reason for the scarcity of these remains is that the Rhode Island sedimentary rocks, of the kind in which fossils are usually found, were mostly formed in fresh water.

Before the age of huge animals, however, there was a period of luxuriant plant life, the local remains of which are more common. This plant life was of a non-flowering type, composed of seed ferns, club mosses, and giant horsetails that flourished in a cool, moist, cloudy climate. Brown University has an extensive collection (several tons in fact) of various types of fossil fernlike plants and other forms of plant life. At the present time one may find shale fragments which, when split open, show the delicate tracery of a seed fern imprinted upon these ancient muds. Many plant fossils were found when the car tunnel through College Hill was excavated in 1914; and from Valley Falls westward to Sockanosset, and thence southward, the coaly shales will often be found to carry imprints of early plants.

The later-formed coarse sandstones of the Narragansett basin contain few fossils, but have casts of horsetails and club mosses. One of the largest discovered had a trunk diameter of sixteen inches, and was possibly fifty

feet in height. Its linear-grooved bark was buried in the muds and sands hundreds of millions of years ago, and was revealed when the McCormick sandstone quarry in East Providence was opened. Not far away, in a ravine leading to the Seekonk River, can be found growing today the dwarf eighteen-inch descendants of these past giants.

MINERAL RESOURCES

Two bedrock resources of the State have acquired national repute — one, the Westerly granite, by reason of its intrinsic value, and the other, the unique Rhode Island coal, because of its place at the far eastern end of the coal series in the country. The area of commercial granite is in the southwestern part of the State, extending from Westerly eastward to Bradford. Here we find a busy and localized industry; the granite areas are relatively small, and vary considerably in quantity. The rock itself is fine-grained, and either pink or gray according to the color of the predominant mineral, feldspar. It is generally made up of glassy quartz, feldspar, and a little black mica. This fine-textured rock will take a high polish, is free from impurities which might otherwise produce stains, and has a high crushing strength. All of the foregoing characteristics make it an excellent granite for monuments and building purposes. The most usable stone is surrounded by an older coarse-grained granite into which the newer Westerly granite forced its way while molten, deep down in the earth's crust; finally by ages of erosion the cover was removed and the fine granite was exposed for man's use (*see WESTERLY*).

From numerous places in the western upland area of the State are taken considerable amounts of granite gneiss which can be used for curbing and for some building purposes. Practically all of the rural chimneys and the foundations of early houses in the State were made of this material, and also some of the older buildings at State College in Kingston. Owing to the shearing which affected it, and which gave to this rock a streakiness and a tendency to split easily, it has only about one-third the strength of Westerly granite, and may be used only for low buildings or for incidental stone work.

Along the northwestern border of the State, in Glocester and Foster, is found a belt of light-colored quartzite, more or less sheared, which in early times was used as whetstones for scythes (*see Tour 4*).

At various places west and north of Providence, quarry operations have

been carried on in a fine-grained, dark greenstone. Quantities of this material from Neutaconkanut Hill, Manton, Berkeley, and Pascoag have been excavated and crushed for use as road material and concrete aggregate. This rock is presumably a metamorphosed intrusion of fine-grained basalt. It has been compressed by mountain-building forces, which have sheared it, weakened it, and changed the mineral characteristics in some degree. It thus tends to split more readily in one direction than another, and to produce shaly fragments, and on these planes will frequently be found spots of greasy serpentine or talc. Certain portions of the greenstone area have a more massive rock than the ordinary type used for trap-rock, but these more valuable portions of the quarries are infrequent, so that the rocks of both high and low grade are crushed together to go into a common product.

Not far from the State border, and about three miles east of Woonsocket, near Cumberland Hill, lies a small area about one-half mile in diameter of a deep-seated, coarse-grained, heavy, tough, black rock, that has long been quarried and crushed for the general purposes of trap-rock. It has high crushing strength and is more expensive to prepare for the market than ordinary trap-rock, such as is obtained from the New Haven section of Connecticut. It contains a coarse or magnetite iron oxide, and common boulders of this Cumberland rock are frequently brought in as possible meteorites. The other trap-rock occurring in Rhode Island is in relatively infrequent narrow dikes; it does not occur in the Narragansett basin sediments, but in the upland crystalline area. All of these narrow dikes exhibit the basalt jointing cracks extending inward from the cooling surface of the walls, which make a trap-rock very easy to crush to different sizes for road and other purposes.

From one of the largest dikes in the Snake Den Quarry, in Johnston (*see Tour 10*), gold was supposed to have been extracted in some cyanide vats, at the beginning of the past century, to interest unwary investors. No gold is found in any of the Rhode Island rocks in paying quantities, and this development was simply a get-rich-quick scheme in which the gold was interjected into the process by the operators. Several other unsuccessful attempts have been made to mine gold in Rhode Island.

One of the earliest charters granted by the Colony for the exploitation of natural resources related to the deposits of limestone of the Harris Quarries, on the present Louisquisset Pike, in the town of Lincoln. For some time this quarry has been idle, though near the villages of Limerock and Berkeley are found ruins of former lime kilns. The old excavations are now filled with water. However, an opening at the Dexter Quarry in

Lincoln, two miles east of the earliest excavation, is still in use and produces annually some thirty-five thousand barrels of quicklime and slack for soils (*see Tour 4A*).

From early times it was known that burnable deposits of coal existed in the vicinity of Narragansett Bay. In 1809 the General Assembly authorized a \$10,000 lottery to develop the Portsmouth coal mine, and apparently about a million tons of coal were mined from this seam. North of Little Compton, the coal has been changed to a graphite, and was mined to a limited extent for that product. In the town of Cranston are two well-known coal developments. One of these, the so-called Cranston coal mine, north of Sockanosset School on State 3, has experienced an intermittent development for a great many years; its irregular carbonaceous bed is about ten feet thick (*see Tour 2*). On Cranston Street, on the eastern slope of Laurel Hill, extensive excavations into a more graphitic layer have been made. Here many thousands of tons were taken out from the old Fenner Ledge near the Arlington car barn. The old Valley Falls coal mine near Pawtucket had several hundred feet of underground workings in the northward continuation of this same coaly layer (*see Tour 5*). At the present time, though, nearly all of the above developments have been abandoned and the shafts are either closed or filled with water.

The history of coal mining in Rhode Island is a record of attempts to mine and market an anthracite coal so highly compressed by mountain-building forces that it had lost the characteristics of ordinary anthracite and had become graphitic and almost infusible. Solutions of quartz and pyrite were also injected into this material, which accounts for the high amount of ash in these coals; this ash usually has to be removed by some flotation process or other special treatment. The extreme reluctance of Rhode Island coal to ignite, together with its high content of clinker-forming ash, gives it a low fuel value.

A typical sandstone quarry is found in East Providence, one-half mile east of Moore's Corner, near the junction of Pawtucket and Warren Avenues. The rock here is composed of quartz grains and clay, with some still unweathered feldspar. It is rather nonporous, fairly coarse grained, and gray in color, with the joint faces showing a pleasing rusty tone. Its use as building material is exhibited in Wilson Hall at Brown University. This rock, while not possessing the necessary characteristics for the highest grade road material, is still of great value for rough dimension stone and for concrete aggregates.

Throughout the metropolitan area from Valley Falls southward to Natick and Apponaug are the level glacial sand plains. These plains are com-

posed of more or less stratified sand and gravel, with occasional beds of fine clay, that were deposited in still water at the front of the retreating glaciers. These sands and gravels furnish an abundance of excellent material for mortar, and for both fine and coarse concrete aggregates. Hence with several hundred square miles covered from ten to one hundred and fifty feet deep with this material, Rhode Island has no need for imports of this character. Numerous sand and gravel pits have been opened and developed.

The complex geology of Rhode Island has benefited collectors, for within its small area are found specimens of many different minerals. The Neutaconkanut Hill region is a favorite resort of geology students on field tours; the Limerock area with its several quarries provides varied specimens of quartz and calcite, and a local variety of serpentine called bowenite. The Diamond Hill and Cumberland Hill regions have also furnished many species, samples of which may be found in the museums of Brown University, Harvard University, and the Boston Society of Natural History. Minor minerals accompanying granite have also been found in the rocks of these quarries. Epidote is occasionally found near Pascoag, and fibrous quartz occurs at many places in the coal seams, and ottrelite in the associated rocks. The soapstone outcropping near Ochee Spring on Hartford Avenue, Johnston, is of both historic and mineral importance, since it was the scene of the quarrying operations by the Indians, who used the stone for jars or ollas (*see Tour 10*).

SOIL

Generally speaking, the best soils of Rhode Island lie along Narragansett Bay, and the most sterile are found along the Connecticut border in the western part of the State. Many variations in the quality, texture, and location of the types of Rhode Island soil make possible the raising of a great variety of vegetables, fruits, and flowers. Of the eleven recognized types of soil, six cover about ninety-eight per cent of the State to an average depth of ten inches.

The light brown sand, known as Glocester stony loam, is to be found on more than forty-six per cent of Rhode Island acreage, but seldom near Narragansett Bay. The rough, almost mountainous topography of the Glocester area, and the loose, rocky subsoil, make for thorough drainage. Owing to this fact, the land becomes too dry for cultivation when there

is a drought, and at times it becomes too dry even for pasturage. The weather also accounts for the presence of the soil itself, for Gloucester stony loam is derived from the immediately underlying rock. Mechanical weathering processes, not chemical decomposition, break down the rock into fine gravel. Such soil produces the stunted chestnut, oak, and gray birch trees of the western part of the State. Blackberries and huckleberries grow wild in profusion, but less than one-tenth of the Gloucester stony loam has been cultivated.

The strongest general soil in Rhode Island, the Miami stony loam, covers the smooth rolling hills of the Narragansett basin and its tablelands, particularly in Cumberland and South Kingstown (*see Tour 1*), and on the large island in the bay. Miami stony loam is mellow brown in color and firm enough to hold moisture for the entire growing season. Slightly more than one-fifth of the soil of Rhode Island is of this type. It is a typical glacial soil derived from a deposit of glacial till on the fine-grained rock of the area. It has been cultivated to raise good crops of hay and corn and, in the southeastern part of the State, potatoes and onions.

Warwick sandy loam covers nearly twelve per cent of the acreage of Rhode Island. It is found not only in Warwick, but also across the bay in East Providence and Barrington, where it lies in almost level undulations. It usually contains some fine gravel, but is generally free from large gravel and stones. Warwick sandy loam is profitable for cultivation in spite of its sandy character and loose porous subsoil, for it is usually found at low elevations and close enough to the water table to insure a supply of moisture for crops even in periods of drought. It is derived from glacial sediments and is normally a mellow brown, although wearing and cultivation have greatly modified its surface and color. It is well suited to the market-gardening practiced around Providence, and is the lightest of desirable grass and grain soils.

In certain areas rather thin layers of Warwick sandy loam lie upon the large gravel and rounded boulders which form the subsoil for Alton stony loam. Such layers usually contain more gravel, and represent a phase of transition between the conditions giving rise to the coarser Alton stony loam and those which produced the typical Warwick sandy loam. One-tenth of Rhode Island soil is Alton stony loam. It is found on terrace remnants and abrupt slopes from which the soil covering has eroded, and it occurs in patches all over the State, particularly on Block Island (*see Tour 8*). Its porous character and loose subsoil make for rapid drainage; when it is supplied with moisture from higher lands and near-by slopes, however, it can be cultivated so as to produce fair crops of potatoes and

early vegetables. It is derived from various rough glacial sediments, and is a naturally productive soil when deep enough. Where it has not been cleared off for truck-gardening and canning crops, Alton stony loam supports a growth of wild grass, pitch pine, cedar, gray birch, and dense underbrush.

The thin and naturally unproductive soil known as Norfolk coarse sand supports a growth of scrubby pitch pine and wild grass on about four per cent of the State's land. With a heavy application of coarse organic manure and partial irrigation, this light brown or yellowish soil becomes arable, and is best suited to raising melons.

Swamps cover about the same number of acres as the Norfolk coarse sand. When not used to store water for the mills, they merely lie useless and stagnant. Part of the swamp area is bog land which might be improved and converted into market-gardens. Where the peaty matter is of considerable depth, improvement for use as ordinary tillage is difficult, but such areas are said to be suited to the raising of cranberries.

WATER RESOURCES

A mere glance at a map of Rhode Island will suggest that waterways and water resources play a large part in the life of the State. Narragansett Bay alone covers an area nearly one-fifth as great as that of the land area, and the bay together with inland waters occupies about twenty-five per cent of the State's gross area. Geographically speaking, Narragansett Bay with its extensions on the north, the Providence and the Seekonk Rivers, cuts the State into two unequal parts; the western section is much the larger, and is supplied with several large streams and ponds. Few places in the State are far from navigable waters; coasting vessels can reach Westerly and Wakefield in the south, and seagoing ships can dock at Providence and Pawtucket in the center, and at the peninsular or island ports of Barrington, Warren, Newport, and Block Island.

Narragansett Bay is a great asset to Rhode Island from many points of view; it is useful for transportation, fisheries, and recreation. Together with its branches, Greenwich Bay, the Providence and Seekonk Rivers, Mount Hope Bay, and the Sakonnet River, Narragansett Bay extends inland more than twenty-eight miles. It forms the drainage basin for the Potowomut, Pawtuxet, Moshassuck, Woonasquatucket, and Blackstone Rivers in addition to the others previously mentioned. Within its large

expanse lies the Island of Rhode Island, on which are located the city of Newport and the towns of Middletown and Portsmouth; Conanicut Island, forming the major part of the town of Jamestown; Prudence Island, which belongs to the town of Portsmouth, and several smaller islands such as Dutch, Hope, Gould, Dyer, Hog, and Patience. The average range of the tide in Narragansett Bay is 3.5 feet at Newport and 4.6 feet at Providence.

The rivers of Rhode Island are not large, but on account of the uneven beds produced by glacial action many water-power sites have been developed along their courses. The textile mill villages grew up around these natural sites, so that the industrial population of the State became highly centralized in the river valleys. Since the annual rainfall is fairly evenly distributed, the runoff of the streams is reasonably constant, except under unusual conditions of spring thaws or occasionally heavy autumn rains, so that the streams can be utilized most of the year as a source of power. It has been estimated that a little more than one-half of the annual rainfall runs off quickly, and about one-half of that amount is wasted during flood conditions, when it flows over dams and spillways without being utilized in water wheels or turbines (*see Industry*).

The Pawcatuck River, which rises in Worden Pond, South Kingstown, is joined a short distance west thereof by the Queens River, which flows down from West Greenwich and Exeter; it courses thereafter generally in a southwesterly direction, being joined by the Wood River, after which it winds crookedly into Little Narragansett Bay off Watch Hill. For about ten miles the Pawcatuck River forms the boundary line between Rhode Island and Connecticut. It is about forty-two miles in length, and drains an area of about 295 square miles, sixty-two of which are in Connecticut. Except for the town of Westerly near its mouth, the Pawcatuck flows through sparsely populated country districts. There are seven dams on the river, supplying manufacturing plants with 1400 horse-power.

The Potowomut River, lying almost wholly within East Greenwich, flows into Narragansett Bay just south of the mouth of Greenwich Bay. The valley of this stream is about seven miles long, and drains an area of about twenty-three square miles. The Potowomut has few dams; it flows in general through a sparsely populated area of farm lands and wooded hills.

The Pawtuxet River rises in the Scituate Reservoir, and joins in West Warwick the South Branch River, which begins in Coventry. From West Warwick the river runs northeast, forming part of the boundary line between Warwick and Cranston; it empties into the Providence River in

the village of Pawtuxet. The river is about twenty-eight miles in length, and it has a watershed of 232 square miles. It runs through twelve mill villages with a population of about 110,000. Along its lower half the Pawtuxet flows through a thickly populated district, where it is extensively used for power. Its last three miles, however, are given over to recreational purposes (*see Tour 1*).

The Woonasquatucket River rises in Smithfield and flows southeast through the mill towns of Georgiaville, Greystone, Centerdale, and Manton into Providence. It has a drainage area of 52.3 square miles, on which live some 160,000 people.

The Moshassuck River rises in the northern part of Lincoln, and flows south through that town into the Providence River. It is about nine miles long, with a watershed of 22.6 square miles. Below Saylesville the Moshassuck runs through an industrial district. In the second quarter of the nineteenth century the lower part of this river was developed as part of the Blackstone Canal (*see Tour 4A*). The estimated population of the Moshassuck River Valley is 134,000.

The Blackstone River, more than forty miles long, rises in Massachusetts and enters Rhode Island at the northwest corner of Woonsocket. It was named for William Blackstone, first white settler in what is now Cumberland (*see Tour 5*). For many years in early history the Blackstone River served as the eastern boundary of Providence Plantations. In its course through Woonsocket the river forms roughly a letter W; from Woonsocket it flows southeast into the Seekonk River. With a drainage area of 540 square miles, about one-third of which lies within Rhode Island, the Blackstone flows through a densely populated manufacturing district; it is said to be one of the most completely utilized streams for industrial purposes in the world. There are thirty-four dams on the main stream, eleven of them in Rhode Island, utilizing 409 in a total fall of 471 feet. Power plants installed on the stream are capable of producing 15,000 horse-power. It was the Blackstone River which early determined the industrial character of Woonsocket. Abbott Run, largely in the town of Cumberland, is one of many tributaries to the Blackstone. The Rhode Island population of the valley is 184,000.

Though there are many other short rivers in the State the only one much used today for power or other industrial purposes is the Saugatuck, in South Kingstown, six miles in length, flowing through the industrial districts of Peace Dale and Wakefield. The largest inland body of water in the State is the Scituate Reservoir (*see Tour 10*).

PLANTS

An unexpected variety in the flora of Rhode Island is due to the peculiar geography of the State. The moderating effect of Narragansett Bay on the climate greatly aids the growth of such trees as the tulip, usually found from Pennsylvania south to the Gulf States, and the pin and post oaks, both of which are extremely rare so far north. Providence and the Buttonwoods area of Warwick have a number of beautiful tulip trees, and the oaks may be seen near the north shore of Wickford Harbor. On the other hand, in the north and northwestern sections of Rhode Island the canoe, or paper, birch and the sugar maple are to be found; although very seldom seen as far south as this State, they grow near Wallum Lake (*see Tour 9*), and on Diamond Hill in Cumberland. There are at least sixty different kinds of trees in Rhode Island, including species of oak, ash, hickory, elm, willow, maple, birch, poplar, pine, and cedar, all of which are native to the State. The maple has been adopted by the public schools as the State tree. Hundreds of trees and shrubs which have been introduced to Rhode Island may be seen flourishing in Roger Williams Park (*see PROVIDENCE*). Some of these are native to the Orient and Europe.

Even greater variety is to be found among the smaller plants. The rocks and tidal pools of Narragansett Pier, Newport, and Sakonnet contain many species of seaweed, while the fresh-water algae of the same class are to be found in ponds and streams all over the State. Eelgrass, notable for its wonderful powers of fertilization, is found in the smaller bodies of salt water. Cat-tails and asters are to be found in the marshes of Charlestown and South Kingstown. In many places the seashore of Rhode Island is overgrown with plants. The Newport cliffs are sometimes painted the brick-red shade of the pimpernel (*see NEWPORT*), and in many places along the seashore a curious sort of fleshy chickweed (*Arenaria peploides*, L.), grows abundantly. The surfaces of some of the fresh-water ponds in Roger Williams Park and East Greenwich are almost hidden at times beneath the wonderful pond lilies. Occasionally among the creamy white blossoms are to be seen a few rare pink ones. Pickerel weed, with its tall spikes of blue flowers, is also common in many ponds. On the cove lands of upper Providence grows the beautiful wild rice. Water weed, which became a nuisance in England after being transferred there as a novelty, is native to the rivers and streams of Rhode Island. Along the

Woonasquatucket, among many other plants, there is usually a fine show of arrow-arum.

The swamps of South Kingstown, Charlestown, and Westerly are overgrown with interesting flora. The sundew and the pitcher-plant, both insectivorous, are to be found, and there are patches of blue gentians and tall iris. At least thirty kinds of orchids have been found in Rhode Island swamps, including the *Arethusa bulbosa*, *Pogonia*, and *Calopogon*. Evergreen holly grows near the Great Swamp in North Kingstown (see *Tour 3*). Poison sumac, which should be carefully avoided, flourishes in almost every local swamp.

The meadows of Rhode Island are covered with a great variety of grasses, weeds, and wiry sedges. Near Warwick there are whole fields of red deer-grass, and patches of the brown-centered yellow daisy. In many places in the State the meadows are white with wild carrot and white daisies. Three species of true lily may be seen — the bright orange Turk's-cap, the nodding yellow Canadian, and the erect red Philadelphia. In the late summer, goldenrod, purple asters, and the three-fingered poison ivy turning red are common. On the sandy plain between Apponaug and Buttonwoods are many trailing blackberries and some wild indigo.

The large wooded area of Rhode Island contains some of the most beautiful flowers in the State. The violet, Rhode Island's State flower, grows in yellow, white, and blue patches in the early spring, and sometimes returns to bloom in late September. Nodding trilliums and the handsome columbine are to be found in Cumberland. Flowering dogwood blooms in the spring, and in South County one may come upon the great pinkish lavender blossoms of the rhododendron. Along the Kingston road near Matunuck the delicate fragrance of the blooming mountain laurel comes from the hills, which are covered with the white and pink blossoms (see *Tour 1*).

Among the fungi found in Rhode Island are a number of species of mushrooms, some edible and some poisonous. In Roger Williams Park the lawn before Betsey Williams's cottage is marked with widening circles of the fairy-ring mushroom (see *PROVIDENCE*). Corn smut, which attacks only the flowers of its host plant, and puffballs may be found throughout the State. Rocks all over Rhode Island are being broken down by a variety of lichens. Among the mosses on tree bark, rocks, or even in the water, one may find every shade of green from the darkest to almost white. More than forty kinds of fern, including the maidenhair and the lime-loving walking fern, have been found in Rhode Island. The latter species, rare in eastern New England, occurs near Limerock. On the

many rocky cliffs of Little Compton the polypody fern may easily be found.

Since the highest elevation in Rhode Island is about eight hundred feet, there are no alpine or sub-alpine species of flora. In general, the flora is similar to that in the neighboring States of Connecticut and Massachusetts.

ANIMALS

Representative specimens of every large division of the animal kingdom are to be found in Rhode Island. Unicellular animals, including the amoeba and the paramecium, abound in almost all the waters of the State. In lower Narragansett Bay may be found rocks encrusted with small unusable sponges, including some of the vase and finger types. The brilliantly colored Portuguese man-of-war, of the same large group as the sponges, is sometimes carried into Rhode Island waters by the Gulf Stream. Among the stinging animals a number of sea anemones may be found, especially on the low mud flats off the Colt Drive in Bristol. Jellyfish are common in the warm quiet water of Salt Pond near Wakefield, and in the clear ocean off Point Judith a type of stony coral may be seen collecting on the bottom. Marine worms burrow in the mud and sand along the shore, and the yard-long *Cerebratulus lacteus* is a common bait for fish. On the tide flats of East Greenwich and Warwick Neck the iridescent sandworm is common; like the earthworm found in the meadows and woods of the State, it is an annelid, a segmented animal. The common starfish lives in great numbers upon the oysters in lower Narragansett Bay. Sea cucumbers, which are members of the same phylum as the starfish, may be dug out of the mud in Bristol.

Among the crustaceans common to Rhode Island are barnacles, shrimp-like prawn, and many species of crab. The blue crab, delicious to eat, is often to be found near the mouths of rivers and streams flowing into the bay. But the most valuable crustacean found in Rhode Island waters is the lobster.

Belonging to the same phylum as the squid, which is common in Rhode Island waters in season, are the clam, the mussel, and the oyster. The famous quahaug is a large hard-shelled clam whose numbers have been almost depleted except from Conanicut, the Kickemuit River, and East Greenwich Bay, where they are now protected by law. The quahaug is

larger than the common clam, and has a stronger flavor, but its neck is much shorter. As early as 1799 a small tract of the public domain was leased to private persons for the cultivation of oysters in Rhode Island. About six thousand acres are now leased for that purpose. Along the beaches may be found the shells of the slipper limpet or boat shell, periwinkle, conch, oyster drill, and several kinds of snails.

Among the primitive vertebrates found in Rhode Island are certain tunicates and wormlike balanoglossids. There are probably no lancelets, but sea squirts have been found in lower Narragansett Bay.

The ponds and streams, as well as the marine waters of Rhode Island, provide a variety of habitats for fish. In the ocean off Block Island, swordfish, bluefish, and sea bass are caught for both profit and sport. Up the bay near Newport occurs the annual run of scup, and the marine waters of the State may be successfully fished at almost any time for alewives, cod, eels, perch, and the fighting tautog. From the inland ponds and streams the small- and large-mouthed bass, white and yellow perch, and eels are to be caught (*see Sports and Recreation*). Also from these fresh waters may be drawn, after a battle, pickerel and trout. At the head of the Pettaquamscutt River lies the small village of Bridgetown, whose inhabitants smoke the herring which they catch in the annual runs.

Among the amphibians and reptiles of Rhode Island are more than a dozen species of salamander, at least six species of frogs, and nine species of turtle. In muddy fresh-water ponds and streams both snapping and spotted turtles are common. Now and then in salt or brackish streams is found the diamond-back terrapin, and green marine turtles nearly six feet long have drifted into Rhode Island waters with the Gulf Stream. The box turtle, whose habitat is the dry land, and the wood terrapin are rare in Rhode Island. There are nearly twenty species of snakes in the State, ranging in size from the finger-length garter snakes to six-foot black-snakes in North Smithfield. Near Portsmouth and Little Compton there are banded rattlesnakes, and large ones have been seen in Smithfield; while the common hognose snake is to be found in many parts of the State.

The spiders in Rhode Island range in size from the small gray garden varieties to the black and yellow species which grow to nearly two inches in length. There are great numbers of insects of the common varieties. The raising of honey bees is profitably carried on in many parts of the State. The insects destructive of many trees and shrubs in Rhode Island include the elm tree beetle, the Japanese beetle, the gypsy moth, and the brown-tailed moth.

Being a maritime State, Rhode Island is on the fringe of the migration route of the twenty-five or more species of shore birds, which have been saved from extermination by hunting restrictions. The State is, however, mostly southeast of the coastal migration route for small land birds, so that the number of spring and fall transients is disappointingly small. Because of its isolated position offshore, Block Island is an interesting 'bird trap' for transient migrants, particularly ducks, of all the numerous species that move up and down the Atlantic fly-way.

Along the Connecticut border in the western part of Rhode Island are sections of land which either never have been cleared or have become overgrown again with scrub oak and underbrush. In this area throughout the year live the bluejay, the ruffed grouse, the barred and screech owls, and in the warmer months the robin, catbird, and flicker. A favorite haunt of the osprey is in the Touisset section of Warren, near the Massachusetts border. There are many terns and gulls. Among migratory birds found in the State are five species of ducks, the least sandpiper, the loon, and the American woodcock. Rhode Island, particularly around Touisset, seems to be a favorite haunt of the osprey. There are many terns and gulls of various species, and, in Newport County, so many pheasants that the market-gardeners are bothered. The State buys and releases ring-necked pheasants, and protects the hen pheasants by law.

THE INDIANS

WHEN the white man came to the land which is now Rhode Island he found it in the possession of five Indian tribes — the Narragansetts, Niantics, Nipmucks, Pequots, and Wampanoags. All of these tribes belonged, in a linguistic sense, to the great Algonquian family of North American Indians. The tribes were ruled by sachems, who exercised an authority which was often hereditary in practice if not in theory. The sachems married only women equal to them in birth, the 'royal' power passing to their descendants unless the heirs were notoriously unfit for the position. Under-sachems or sagamores ruled smaller bands within the tribe, these groups often taking their name from the locality in which they lived. Thus the Cowesets, near Greenwich, belonged to the Narragansetts, while the Nausets on Cape Cod came under the sway of the Wampanoags. The sagamores dealt justice in cases where individuals were concerned, but in important matters pertaining to the tribe as a whole the sachem held full power. He commonly dispatched culprits with his own hand, if the offense had been a serious one, and he administered whippings in minor cases. Although the Indians had no written law until after the coming of the white man, their customs were as unyielding as any code. Persons committing adultery, murder, or robbery were severely punished. Tribal ownership of land was sacred to them; should an Indian kill a deer on foreign soil, custom decreed that a part of the slain animal must be sent to the sachem ruling that territory.

A system of counting from one to a hundred thousand by using grains of corn as counters, and the coining of money from shells, borrowed from Dutch trappers, were customs common to the Narragansetts when Roger Williams first became acquainted with them. Their currency was made from seashells gathered during the summer, and then in winter worked into the beadlike coins known as wampum, which was so often used by the white colonists that it came to have a set value in relation to European coins. White wampum was made of the inner shell of the periwinkle, broken into small beads and strung upon a sinew; it was valued at six pieces to the English penny. Black wampum came from a part of the quahaug or round clam shell; three pieces were worth a penny. Fascinated by the decorative patterns these wampum beads could form, the Indians

wore belts and other trappings made thereof. Considerable ingenuity was used in the drilling and polishing of the beads. Roger Williams remarked that the ingenuity also extended to counterfeiting the black wampum from stone. Otherwise the Indians used stone for the manufacture of all sorts of useful implements such as axes, chisels, gouges, arrowheads, pestles and mortars, and ornamented pipes. Many of these implements are preserved as relics in local museums. In addition to visiting the museums, everyone interested in Indian life should read Williams's 'Key Into the Language of America,' published in London in 1643. This book is not a mere dictionary of definitions, but a most entertaining description of Indian life; it has been reprinted several times since the first edition.

In the weaving of baskets and nets the Indians were very skillful, and there seems to have been a division of labor in this field, some Indians making only one sort of article and selling or trading it for other products. Earthen dishes were baked in fire, but the red man's most skillful use of flame came in the making of hollowed-log canoes, which were manufactured from tree trunks by a method of charring and gouging. These craft were ordinarily propelled by paddles, though sometimes in running before the wind a coat or mat was used as a sail. The Indians were ardent and skillful fishermen, using bone hooks, nets, and spears. According to Roger Williams, they were good swimmers also, for when their cranky craft upset they could swim a distance of 'two miles to shore.'

Tribes hunted deer in bands, beating the cover to drive the animals out. They also set traps and deadfalls for other game, and were great hunters of birds. Roots and berries formed a large part of their diet, and they made a bread of crushed strawberries and meal. Corn, beans, and squash were cultivated in fields. Forty or fifty women would often co-operate in preparing the fields for planting. They plowed with sharp sticks and did not attempt stump-grubbing, preferring to girdle the bark of a tree, thus killing it so the sun could filter through the dead branches. Corn was the staple article of diet in winter months, being pounded by hand into a coarse meal and stored in bags or baskets. A warrior could carry several days' supply of food in a belt about his waist, for a handful of corn, moistened with water, made a fairly satisfactory meal. The raising of tobacco was the only form of agriculture that the men carried on, but that was important, since every man carried his pipe and tobacco in a bag about his neck. Tobacco was much esteemed by the Indian as a remedy for toothache and a preventive of rheumatism.

The Indian woman cultivated the fields, tanned the hides of slain animals, carried her youngest child strapped to a board on her back. She

collected and dried the berries and roots for winter storage, and manufactured shoes and leggings of deerskin. She was not ill-treated by her husband, who gave her parents a dowry when he took her to his house. Though monogamy was generally practiced, polygamy was not forbidden; some of the sachems had several wives, for a wife by her labor in the field produced riches. The Indians indulged their children; Roger Williams commented that the little boys and girls were often very insolent owing to lack of discipline.

The Indian house was characterized by its portability and impermanence. A circle of upright poles was erected and the tops were tied together in a clump. This framework was covered with mats of bark or skin, made by the women. The interior was hung with mats or skins decorated with designs in crude colors. The Indians knew and used the colors of white, black, red, yellow, green, and blue. The skins commonly used by them were deer, moose, raccoon, wolf, otter, beaver, and squirrel. Their showiest wearing apparel was a coat of turkey feathers, made by the old men instead of the women. Male children went naked for the first ten or twelve years, while little girls wore an apron 'of a hand's breadth' from birth. During cooler weather, both children and adults wore a skin cloak, leggings, and deerskin shoes. Inside the Indian house, baskets and bags took the place of shelves, while mats served as a bed. A hole in the top of the shelter was the chimney for the cooking fire in the center of the house. The term 'wigwam' was never used by the Indians; it is the white man's corruption of *wetuomuck*, meaning 'at their home' or 'at home.' Sometimes the houses were oblong instead of round, with several chimney holes, to accommodate a number of family cooking arrangements. Long houses were occasionally erected for great feasts. In summer the Indians moved from field to field, packing up and moving when the fleas became too numerous or the ground too dusty. In winter they moved into wooded bottom lands, away from the bitter winds. It was not uncommon to find twenty or more villages in the course of a twenty-mile walk.

The Indians were fond of gossip and lavish in their hospitality. A meeting on a trail was the signal for the smoking of pipes and the exchanging of news. They played games in which entire tribes took part. One game was similar to football, and another was played with small sticks or bones resembling dice. Having no horses or other beasts of burden, they traveled long distances on foot, and from this training they were notable runners.

Against sickness they were comparatively helpless, relying on the medicine man and his incantations, and attributing misfortune to

capriciousness or desire for vengeance on the part of some one of their many gods. One vigorous remedy which they did employ was a sort of Turkish bath, commonly known as the sweat bath, which had a wide distribution throughout North America. A small hut was plastered nearly airtight with mud, heated stones were placed inside, and water was poured over them. The Indians stayed in the steam and heat until nearly suffocated; then they dashed out to plunge into a pond or river. When a person was sick, the women of his family smeared themselves with soot and black earth, and upon a death the men of the family likewise went into mourning. The *mockuttasuit*, or funeral director, generally an old man of dignity and position, prepared the body for burial in the ground. The mat upon which the body lay was buried with it, together with an earthen dish belonging to the deceased. Often a coat belonging to the dead man or woman was hung on a near-by tree limb, there to remain undisturbed until it rotted. A sacrifice was made to the gods; it is recorded that Canonius, sachem of the Narragansetts, burned his house, and all his possessions in it, as an offering when a son died. The name of a dead man was never spoken, and the taking of that name by members of another tribe was held just cause for war. The death of any person was cause enough for moving a village.

The Indian gods of this locality were at least thirty-eight in number; among these were the deities representing earth, fire, water, feast, famine, and the dance. *Cowtantowit* was the supreme god, and it was to him that the annual public feast of thanksgiving was held in gratitude for the fruits of the harvest. Legend says that a crow, a sacred bird to the Indians, first brought to them a single grain of corn and a bean from the field of Cowtantowit, who lived far in the southwest. Gods were never represented by images, for they were held to be ghosts.

The warrior's weapons were the spear, bow and arrow, and the club. Indians were brave in warfare, but treacherous according to the white man's standards, since they held that the basest trickery or deceit was not dishonorable if directed against a foe. The bond of lineal brotherhood was the strongest personal relationship, a brother often paying the debts of a dead brother, and even giving his life in atonement for a brother's crime.

By their own rather high estimate, there were thirty thousand Indians in Rhode Island when the white man came. Historical evidence points to the conclusion that the local Indians were a fairly prosperous and happy people who, after forty years of rum and civilization, found themselves hunted, murdered, or sold into slavery so that the white man could occupy their lands.

Of the five historic tribes which had some connection with Rhode Island, we know least about the Nipmucks. References to this tribe, or collection of small bands, appear frequently in early narratives, but no one has yet reconstructed their history or culture with any completeness. Most of the Nipmucks ranged over central Massachusetts, but some of them lived at one time in northern Rhode Island. In the middle seventeenth century New England missionaries made efforts to Christianize them, but these efforts did not prevent the Nipmucks from joining with the Wampanoags and others in King Philip's War. At the close of hostilities in 1676, most of the Nipmucks fled westward or to Canada. A few scattered bands incorporated themselves with the tribes which remained friendly to the white man, but the Nipmucks as a distinct family lost their identity at that time.

The Pequots, most of whom lived in southeastern Connecticut, were practically exterminated as a tribe in 1637, only seventeen years after the first permanent white settlement was made in New England. Fierce fighters and trouble-makers, the Pequots were fomenting a scheme to wipe out the white man when Roger Williams first appeared in Rhode Island and prevailed upon the Narragansetts to ally themselves with the English colonists and a friendly group of the Connecticut Mohegans. The resulting hostilities of 1637 broke the Pequot power; many of the survivors fled from southern New England, while others remained as wards of the English on a reservation in Connecticut.

The Rhode Island Niantics (there was also a Connecticut branch) occupied the southern part of the State under the rule of Ninigret, who kept his followers out of most of the troubles which took place between the natives and the whites. Ninigret, cousin of the Narragansett sagamore Miantonomi, was described by Increase Mather as 'an old crafty sachem.' Certain it is that he preserved pride and property without fighting for either. He first appeared in history in 1637, when he visited Boston to discuss the Pequot situation. In 1647 he again visited Boston, this time to sign a treaty ending his war with the Mohegans. In 1652 he visited the Dutch at Manhattan, and during the next few years warred with the Montauk Indians on Long Island. By abstaining from personal activity in King Philip's War, he secured for himself and his heirs some tribal lands near Charlestown. To this sanctuary came also the remnants of the Narragansett tribe. Ninigret, who was one of the few sachems of his period to die of old age, is reputed to have told a Christian missionary to 'go and make the English good, first.'

The name Niantic was lost when the colonists came to refer to the

Indians occupying the tribal lands, or Charlestown reservation, as Narragansetts. An influx of Negro blood was rapid, so that by 1852 few Indians of pure blood remained in the State. The reservation passed from existence in 1879. Though the descendants of the tribal remnants hold a ceremony or pow-wow every year (*see Tour 10*), the assimilation of Indian blood is evident in the fact that the so-called 'Narragansetts' come from all walks of life. Present-day Indians, and those of Indian descent, have served with distinction as Rhode Island soldiers and sailors, so that the possession of Indian blood is rightly held in esteem.

The Narragansetts, or 'the People of the Small Point,' were the most powerful tribe in Rhode Island, occupying most of the State and claiming control over the Nipmuck and part of the Mohegan territory. They numbered about five thousand in 1674. Escaping the pestilence of 1617, which weakened the once stronger Wampanoags, they had won the islands in Narragansett Bay from that tribe, and were engaged in war with them when Roger Williams appeared on the scene. He helped to make peace between Canonicus, sachem of the Narragansetts, and Massasoit, head of the Wampanoags. These two rulers also maintained peaceful relations with the white men of the Bay Colony and of Rhode Island. Canonicus had sent to the Pilgrims in 1622, as was the custom when strangers appeared, the usual challenge to war in the form of a bundle of arrows tied up in a snakeskin. Tradition says that the snakeskin was politely returned, filled with powder and lead. No hostilities resulted.

Roger Williams received title to his lands from Canonicus, who died in 1647, aged about eighty years. Canonicus' nephew, Miantonomi, was the old sachem's right-hand man until his own death in 1643. He was constantly suspected of disloyalty to the English, but he managed to clear himself of definite charges when summoned to Boston in 1640 and 1642. He was much impressed by the preaching of Roger Williams. Miantonomi was captured by the Mohegans in 1643 and sent to Hartford for trial; Hartford sent him to Boston, where he was condemned to death, and delivered to his enemy Uncas for execution.

At the time of King Philip's War, 1675-76, the Narragansetts were ruled by Canonchet, descended through a collateral line from Canonicus. The Narragansetts at first took no part in the war, except to harbor refugee Wampanoags, but when the colonists descended upon them in December, 1675, the Narragansetts actively supported the native cause against the rising tide of white dominion. Canonchet became the real leader of the Indian raids against the white settlements while King Philip was in northern New England. He was captured and executed near

Stonington, Connecticut, in the spring of 1676, his head being sent to Hartford as a trophy. He was described by Williams as a 'hopeful spark,' and two remarks of his have come down to us which make it evident that he was very much of a person. When asked in 1675 to deliver up some fugitives he refused thus, 'Not a Wampanoag, or the paring of a Wampanoag nail.' When told he was to be executed he said, 'I shall die before my heart is soft, or I have said anything unworthy of myself.'

The last member of the Narragansett 'royal' line was Quaiapen, a sister of Ninigret. She also lost her life in 1676. Historians have described her as 'an old piece of venom' rather than a romantic Indian princess. With her death the Narragansetts were broken up as a tribe. Some fled westward, others went to Canada. In 1682 a party of about one hundred was at Albany, New York, seeking permission to return to Rhode Island in peace; later they joined the Niantics. A number of Narragansetts went with the miscellaneous group called the Brotherton Indians, a mixed band led by Samson Occom, a Christian Indian minister. In 1833 the Brothertons removed from Oneida County, New York, to the shores of Green Bay, Wisconsin, where they abandoned tribal organization and became citizens.

The Wampanoags under Massasoit and his sons Wamsutta (or Alexander) and Metacom (or King Philip) occupied the east shore of Narragansett Bay and the adjacent parts of Massachusetts, including Cape Cod, Nantucket, and Martha's Vineyard. Relations between the two races were peaceable during the life of Massasoit, but after his death in 1662 the red men came to have many grievances against their white neighbors. For one thing, Wamsutta died under conditions which made Philip believe he had been mistreated. In general, the common English practices of debauching the Indians with strong drink, tricking them into signing away their lands, and endeavoring to make them surrender their arms (Treaty of Taunton, 1671) led to a determination on the red man's part to expel the whites from the country. King Philip is often charged with having fomented a widespread conspiracy against the English; it is more probable that the Indians spontaneously arose because of grievances which they had harbored for a number of years.

The Wampanoags began at Swansea, Massachusetts, in June, 1675, the most destructive Indian war New England ever experienced — a war that had extermination as its object and that, but for the treachery of some Indians to their own race, might have succeeded. Of the ninety settlements in New England at the time, fifty-two were attacked, and thirteen almost wholly destroyed. Six hundred colonists, or one in every

eleven able to bear arms, were killed, together with numbers of women and children. More than six hundred houses were burned, and the expense of the war to Plymouth Colony alone amounted to more than £100,000, an enormous sum in those days. The end for the Indian was the breaking up of his tribes, slavery, flight, or death.

King Philip's War raged for two years, with sporadic outbursts for some time afterward. One of the decisive battles was fought on Rhode Island soil, and many settlements were devastated. The aged Governor Coddington was a Quaker, and thus was reluctant to give military assistance to Providence and the more exposed settlements. The island of Newport became a refuge for those who fled their homes. In Providence, however, Roger Williams, who was also more than seventy years of age, became an officer in a military band. At first the Narragansetts were neutral, though they sheltered many Wampanoag women and children and provided a few warriors for Philip's raids. Owing to the certainty that the entire Narragansett tribe would be drawn into the war at some time, the military officers of Massachusetts and Connecticut determined to carry hostilities into the Narragansetts' country before the Indians were in a position to strike with force.

The result was the Great Swamp Fight, on December 19, 1675, in which soldiers from all of the southern New England colonies (Rhode Islanders taking part with some reluctance) attacked and destroyed the Narragansetts' winter camp near the present West Kingston (*see Tour 3*). After burning the winter supplies of the Indians, the colonists made their way back to the easterly settlements, suffering intensely from the cold on their march. Joshua Tift, a renegade white friend of the Indians, was captured and tried in Providence. Suspected of having supervised the construction of the Indian fort, he was condemned and hanged — 'a sad wretch, he never heard a sermon but once these fourteen years.'

In the spring of 1676, all the outlying houses in Warwick, and a good many of those in Providence, were burned by the infuriated Narragansetts. Roger Williams lost his house, but as recompense for his part in endeavoring to keep the Narragansetts out of the war and for aiding the Colonial cause in general, Massachusetts suspended the decree of banishment against him for the duration of the war.

The fortunes of war turned against the Indians after the death of Canonchet later in the spring. Captain Benjamin Church hunted down the elusive Philip, the chase ending in a swamp near the foot of Mount Hope (*see BRISTOL*), where Philip was shot by an Indian ally of the white officer. Church also captured Anawon, Philip's brother-in-law,

near Taunton. After the death of Quaiapen in a battle at Warwick, July, 1676, the war was practically over. King Philip was not a great military leader, but he was in many respects an admirable man. His family was sold into slavery, and Philip's head, cut from his dead body, was exposed on a pole in Plymouth.

The imprint of the Indian survives in Rhode Island today chiefly in the many names derived from Indian usage. The city of Woonsocket takes its name from Miswosakit, the Indian term for the present Woonsocket Hill in the adjacent town of North Smithfield; according to Roger Williams, the term meant 'at the very steep hill.' The present Conanicut Island is named for the Narragansett sachem Canonicus. Pawtucket, the name of the large city just north of Providence, meant to the Indians 'waterfall place.' Apponaug, a village in modern Warwick, meant 'shell-fish,' and existing banks of clamshell dust there attest to the Indian use of this place as a site for 'shore dinners.' The present Sakonnet, in southern Little Compton, is said to be a modernized version of an Indian phrase meaning the 'haunt of the wild goose,' and a somewhat similar derivation is given for the name of the Seekonk River between Providence and East Providence. The subject of modern derivations from Indian names is a fascinating hobby, but one which requires a very thorough knowledge of the old native languages.

There are few Indian archeological remains in the State. The mounds at Charlestown, called Ninigret's Fort (*see Tour 1*), were once regarded as prehistoric. They were dedicated as Indian relics in 1883, but are now considered to be the remains of a Dutch trading fort. Queen's Fort, west of Wickford Junction (*see Tour 3*), is an authentic Indian fortification, made by piling stones into an irregularly shaped wall.

Recently there has come to light an archeological discovery which may indicate the human occupation of Rhode Island at a time long before the days of the historic Indian tribes known to the first white settlers. On the homestead of Mr. William T. Ide, 2585 Pawtucket Avenue, East Providence, a Folsom point was found in the spring of 1936. Folsom points were discovered near Folsom, New Mexico (hence the name), about ten years ago, and are considered by some archeologists to date back about twelve thousand years. The New Mexican points were found with the bones of an extinct species of bison, but one which may have been alive as late as the fourteenth century A.D. Mr. Ide's specimen is the first one found in Rhode Island. The Smithsonian Institution in Washington has stated that this is a very good example of the eastern type of Folsom point, and that it is composed of black chert which may have been from

a piece of glacial float. It is still a moot question, however, what conclusions are to be drawn from this discovery.

There are at least three important private collections of Indian relics in Rhode Island, and three collections open to the public; namely, those at the Rhode Island Historical Society and the Roger Williams Park Museum in Providence, and that at the Museum of Primitive Culture in Peace Dale (*see Tour 1*).

H I S T O R Y

EARLY SETTLEMENT

THE first white settlement within the present borders of Rhode Island was founded in 1636 by Roger Williams. Oppressed by the Puritanism of Massachusetts, he had fled to the upper Narragansett Bay region, and others following his example migrated in 1638 to lands farther south on the bay. Rhode Island's corporate history may be said to have begun in 1647, when representatives of the four new towns of Providence, Portsmouth, Newport, and Warwick formed the first general assembly, at which measures were adopted for common peace and security.

The land which is now the State of Rhode Island had, of course, been visited by white men long before the arrival of Williams. The Portuguese navigator Miguel Cortereal was probably on the coast in 1511; and Giovanni da Verrazano, the Florentine navigator sailing for France, visited Narragansett Bay in 1524. Dutch adventurers and traders came to this vicinity early in the seventeenth century. Block Island is named for Captain Adriaen Block, who sailed along the coast in the 'Onrust' in 1614, and Dutch traders continued to visit Rhode Island shores for some time thereafter. William Blackstone, an Anglican clergyman, settled in what is now Cumberland about a year before Williams' arrival, but Blackstone cannot be considered a real founder of the State. He gathered no band of colonists about him at his farm on Study Hill, and the land he settled on was a part of Massachusetts until 1747.

The best known of the Colony's founders, Roger Williams, was born in England about 1603. As a young man he was a protégé of Sir Edward Coke's. He attended Pembroke College, Cambridge, and then became a chaplain to Sir William Masham (of the Massachusetts Bay Company), who married a daughter of Lady Joan (Cromwell) Barrington, an aunt of Oliver Cromwell. Young Williams hence had ample opportunity to become acquainted with the reform movement which soon after came into prominence in the struggle between Parliament and King Charles I. Since he had also acquired liberal theological ideas, he considered it wise to leave England, where dissenters from the Anglican Church were often

persecuted. Leaving the mother country on the ship 'Lyon,' near the end of 1630, he came to America with his wife, Mary Barnard, landing at Boston, Massachusetts, on February 9, 1631. Williams refused a call to serve as a teacher in the Boston church, partly on the ground that its members still held communion with the Anglican Church. He served for a short time as assistant in the church at Salem, and spent about two years in Plymouth, where he became acquainted with Massasoit and Canonius, sachems of the Wampanoag and Narragansett tribes.

It was after his return to Salem in the summer of 1633 that Williams came into serious conflict with the Puritan leaders of Massachusetts. He denied the right of civil magistrates to inflict punishment for breaches of religious discipline; he declared that the King of England could not give away lands belonging to the Indians; and he refused to take the oaths required of Massachusetts inhabitants. Because of these beliefs, Williams was banished from the Bay Colony on October 9, 1635, though he was granted permission to remain until the following spring on condition that he cease preaching 'seditious' doctrines. Unable to remain silent, he fled from Salem in January, 1636, just in time to avoid arrest and immediate deportation to England. Leaving his wife and family in Salem, he took to 'a narrow Indian path' which led to Sowams (Warren), the headquarters of Massasoit. Williams settled first on the east side of the Seekonk River, at what is now East Providence, where he was joined by William Harris, John Smith, Francis Wickes, Joshua Verein, and Thomas Angell — the latter a young serving lad of Richard Waterman's. Informed that the land belonged to Plymouth, he moved in June, 1636, to the banks of the Moshassuck River, and in commemoration of 'God's providence to him in his distress,' he named the new settlement Providence. It is to be noted that the ideal of 'soul liberty' or religious toleration which we commonly associate with Roger Williams was developed in practice in Rhode Island in 1636; neither Williams nor any of his Massachusetts contemporaries held that freedom of conscience was a cause of his banishment, though actually it was an important underlying cause.

Williams proceeded to turn the former Indian country at Providence into a typical English plantation. He secured a deed to a large tract of land, which was essentially the present Providence County save the part that lies east of the Blackstone River. Williams acquired this tract as his own personal property, though it was not his intention to administer it for profit. In the fall of 1638, he associated with himself twelve other settlers — Stukely Westcott, William Arnold, Thomas James, Robert Cole, John Greene, John Throckmorton, William Carpenter, William Harris, Thomas

Olney, Francis Weston, Richard Waterman, and Ezekiel Holyman — as 'the Proprietors' Company for Providence Plantations.'

Providence was a simple democracy in which the heads of families met fortnightly to consult about planting, keeping watch, and similar matters; but as settlement increased, this form of government became inadequate. In 1637 there was drawn up under Williams' influence a plantation covenant, somewhat similar to the 'Mayflower Compact' of the Pilgrims. It bound its subscribers to obey such rules as should be made by the majority but 'only in civill things.' The only officers were a treasurer and a clerk, and for some time there were no courts or constables. Such an elementary democracy contained within it possibilities of danger, hence in 1640 it was agreed to have a board of governors, called Disposers, who would conduct the general business of the plantation, subject to the control of the town meeting. Shortly before this, in March, 1639, an event of great importance in religious history took place, when Williams, Ezekiel Holyman (or Holliman), and ten others founded the first Baptist Society in America. It is related that Holyman first baptized Williams, who then baptized Holyman and the ten others. This was undoubtedly the first baptismal ceremony by immersion in America. Although he took a leading part in the founding of the American Baptist Church, Williams' interest in the movement was short-lived; he doubted the validity of his baptism, and became a 'Seeker' — one who, dissatisfied with the regular organization of any one church, sought instead the good elements to be found in all ecclesiastical systems. Until death, he remained a 'Seeker,' ever disturbed in mind and often controversial.

Portsmouth and Newport were the next towns founded after Providence. Two former residents of Massachusetts, John Clarke and William Coddington, had a prominent part in the settling of both. Clarke was a physician and Coddington a man of wealth and position, who with some others were ordered to leave Massachusetts in the spring of 1638 because of their sympathy with Anne Hutchinson. This new company of exiles came by boat to Providence, where they consulted with Williams regarding a place of settlement. In March they secured an Indian deed to the island of Aquidneck. Before leaving Boston for their own plantation, Coddington and Clarke drew up a compact for a theocratic form of government; they were men of greater business experience and of more autocratic tendencies than either Williams or Samuel Gorton, the founder of Warwick.

About the first of April, 1638, this group took possession of the north end of Aquidneck, calling their settlement Pocasset, but later renaming

it Portsmouth. To this new Colony came Anne Hutchinson with a number of her followers, exiles from Massachusetts. A struggle for political power between Coddington and Mrs. Hutchinson ensued in which Coddington was defeated, after which he and his followers moved southward in May, 1639, and founded Newport. Those remaining at Portsmouth established a new government based on English rather than Mosaic law. In March, 1640, however, the two towns united under a common rule, federal in nature, with Coddington as Governor. At the general Court of Election held in March, 1644, it was ordered that the island called Aquidneck should henceforth be known as the Isle of Rhodes, or Rhode Island. This was the first official use of the name 'Rhode Island' as applied to a part of the present State.

Samuel Gorton, the founder of Warwick, was also an exile from Massachusetts. This man, who has described himself as 'a citizen of London, clothier, professor of the mysteries of Christ, and De Primo,' was banished from Plymouth in December, 1638, for opposing the magistrates, who had censured the conduct of his maid servant. Coming to Portsmouth, he also quarreled with the authorities there, and so he moved to Providence, where he was refused admission as an 'inhabitant' or legal citizen because of his tendency to disturb the peace. After many difficulties with the Providence leaders, he moved to Pawtuxet, and in January, 1645, to Shawomet or Warwick. Soldiers from Massachusetts broke up his settlement in the following summer, and took him to Boston for trial as a heretic. He was kept in chains and at hard labor during the winter; then upon his release in the spring he went to Portsmouth again. He secured the submission of the Narragansett sachems to the authority of the English Crown on April 19, 1644. Gorton made a trip to England later in the year, and obtained an order from the Earl of Warwick guaranteeing him freedom from molestation at Shawomet; thither he returned in 1648, naming the reorganized settlement Warwick in honor of his benefactor.

Thus the early history of Rhode Island is the story of four separate communities, each acting in large degree independently of the others. To gain greater protection against outside dangers, Roger Williams went to England in 1643 to secure a charter which would give the Colony a legal basis for existence. He took a ship from New Amsterdam (New York) in June, and in the following March he obtained the Colony's first charter, granted by a parliamentary commission headed by the Earl of Warwick. After his return to Rhode Island in the fall of 1644, Williams left Providence for a time and lived at a trading house near Wickford, where he hoped to raise money to pay the expenses of his trip abroad (*see Tour 1*).

The charter created 'The Incorporation of Providence Plantations in the Narragansett Bay in New England,' which included Providence, Newport, and Portsmouth, but not Warwick. Although the latter settlement was not named in the charter, Warwick was by common consent admitted to the same privileges as the others at the opening of the first legislative session May 19-21, 1647.

BOUNDARY DISPUTES

One would suppose that the boundaries of a State only 1084 square miles in area could have been settled without difficulty, yet they were not finally established until more than 260 years after the founding of Providence. Rufus Choate once declared that the boundaries of Rhode Island might as well have been marked on the north by a bramblebush, on the south by a bluejay, on the west by a hive of bees in swarming time, and on the east by five hundred foxes with firebrands tied to their tails. The difficulty was due in part to the fact that in early days independent groups of settlers acquired lands from the Indians by vaguely worded deeds, in part to the disloyal action of some inhabitants who placed their estates under the jurisdiction of Massachusetts or Connecticut, and lastly to the continual controversies with the neighboring States over the exact location of the lines established by court decrees or arbitrations.

Shortly after the founding of Providence, Roger Williams made an agreement with the Narragansett chieftain Canonicus for the use of lands lying along the Woonasquatucket, Moshassuck, and Pawtuxet Rivers, and extending north along the Seekonk River to Pawtucket Falls (confirmed by written deed in March, 1638). By 1659 other Indian conveyances had enlarged this grant so that it included most of what is now Providence County west of the Blackstone River, and some of the small islands in Narragansett Bay. In March, 1638, William Coddington and others secured another extensive grant, also from Canonicus, including Aquidneck (the Island of Rhode Island); and early in 1643, Samuel Gorton and others purchased from the Narragansetts the territory called Shawomet (Warwick). These separate communities, as noted above, soon became politically united, so that conflicts arising from Indian conveyances disappeared, but disputes with rival English settlements caused much greater trouble. From 1642 to 1658, lands lying along the Pawtuxet and the Pawtucket Rivers, belonging in part to the Arnold family, were

G L I M P S E S I N T O T H E P A S T

SINCE history is the sum total of human experience these glimpses into the past have been limited to a few outstanding scenes. For the sake of convenience this group of illustrations is centered around political and martial heroes; the broader aspects of Rhode Island's cultural heritage are shown in succeeding groups.

When Roger Williams founded Providence in the summer of 1636, his neighbors, the Narragansett Indians, were probably living in villages like the one shown in the Goddard Park reconstruction, erected during the State's Tercentenary Celebration of 1936.

Five illustrations belong to the Revolutionary era: showing, in the burning of the 'Gaspee,' Rhode Island's first bold act of defiance against English rule; the last Colonial governor, Joseph Wanton, who was deposed in 1775; a mariner's map of Narragansett Bay made during the years when the British and our French allies were fighting for the control of this valuable naval base; Nathanael Greene, the State's great Revolutionary general, and an interior view of his home in Anthony.

The Oliver Hazard Perry House brings to mind Rhode Island's naval hero in the War of 1812.

The State's only internal rebellion centers around Thomas W. Dorr's threat to the administration of Governor Samuel Ward King.

Views of the city of Providence and Brown University as they appeared nearly a century ago are followed by a modern photo of the present State Capitol.

Echelle de deux Lieues Nautiques de 20 au Degré

L'Asie Supérieure

PLAN DE

LA BAIE DE NARRAGANSETT DANS LA NOUVELLE ANGLETERRE

avec toutes les Iles qu'elle renferme parmi lesquelles
se trouvent Rhode-Island et l'Ile de Conanicut

Tracé par Charles Blaskowitz et publié à Londres en 1777

Dressé au Depot General des Cartes, Plans et Journaux
de la Marine

Pour le Service des Emissaires du Roi

Par l'Ordre de M. DE SAINTONE, Secrétaire d'Etat
Ministre et Secrétaire d'Etat au Département
de la Marine

1780.



BLASKOWITZ MAP OF NARRAGANSETT BAY (1777)



RECONSTRUCTION OF A NARRAGANSETT INDIAN VILLAGE, GODDARD PARK, WARWICK

BURNING OF THE 'GASPEE' IN 1772





GOVERNOR JOSEPH WANTON



PORTRAIT OF THOMAS W. DORR



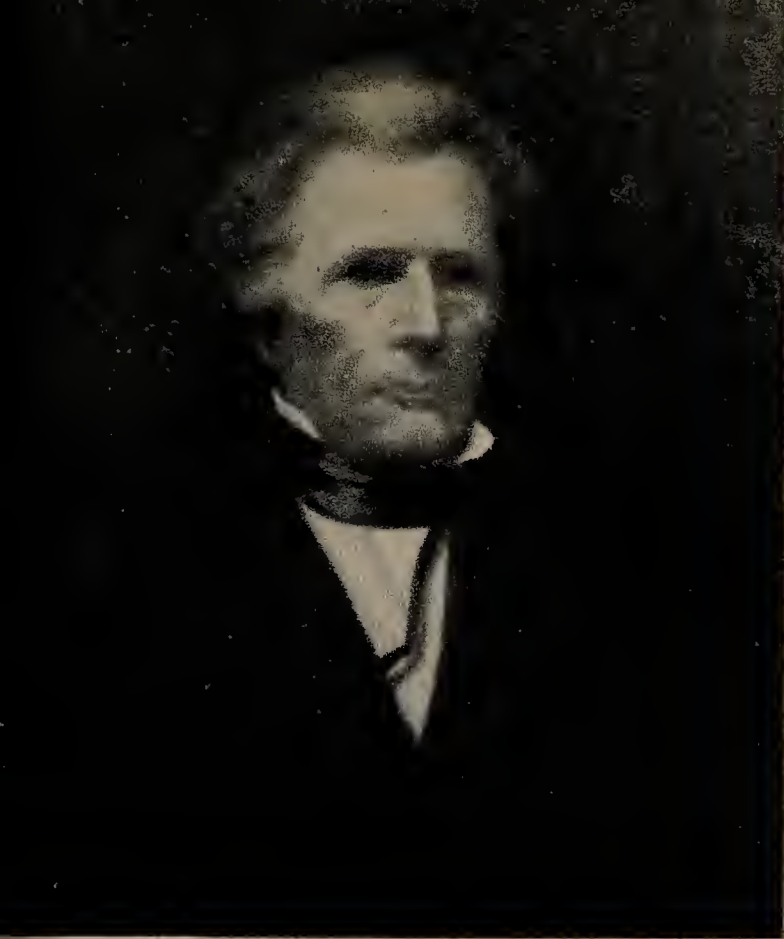
OLIVER HAZARD PERRY HOUSE, SOUTH KINGSTON



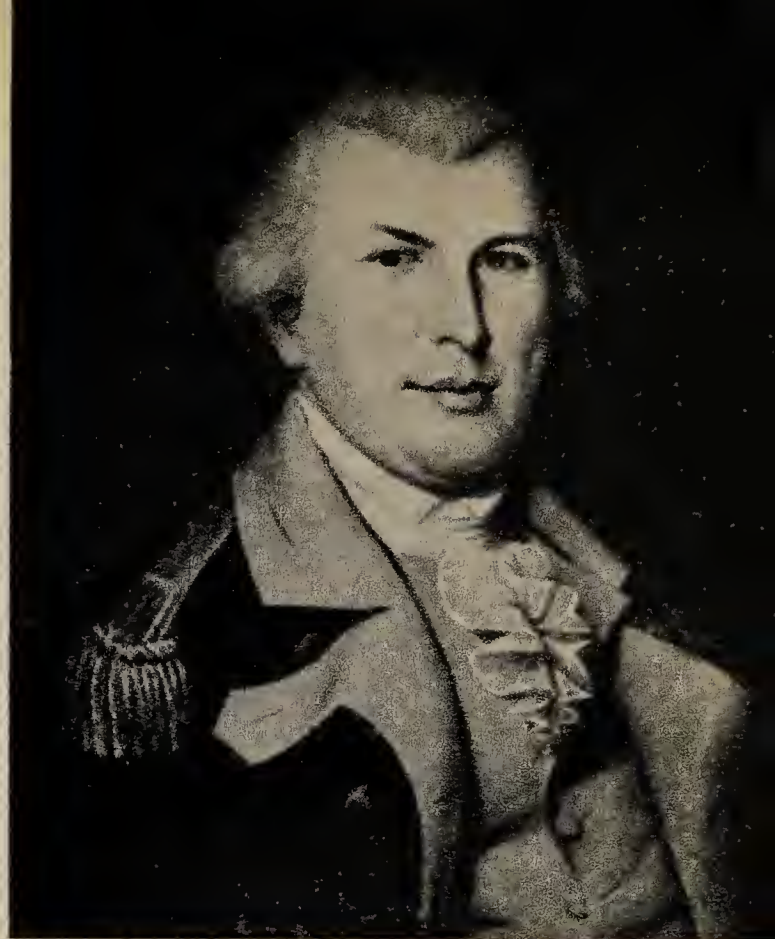
FIREPLACE, NATHANAEL GREENE HOUSE, ANTHONY



DOORWAY, OLIVER HAZARD PERRY HOUSE



GOVERNOR SAMUEL WARD KING



GENERAL NATHANAEL GREENE

CITY OF PROVIDENCE ABOUT 1850



CITY OF PROVIDENCE R.I.



BROWN UNIVERSITY ABOUT 1840

STATE CAPITOL, PROVIDENCE



voluntarily placed by their owners under the rule of Massachusetts, and for much of the time between 1659 and 1671 the Atherton Company, which held approximately the eastern half of North Kingstown, considered its territory to be under the control of Connecticut.

The main boundary line between Rhode Island and Connecticut became an active source of controversy in 1662, when the latter Colony received a royal charter extending its eastern limits to 'the Narragansett River commonly called Narragansett Bay.' The Rhode Island agent in England at the time, John Clarke, realized that this addition to Connecticut would nearly obliterate his own Colony, so he insisted that the 'Narragansett River' was the Pawcatuck. Governor Winthrop, who represented Connecticut in London, agreed to this interpretation, hence the new Rhode Island Charter of 1663 named the Pawcatuck River as the southern part of the intercolonial boundary. Winthrop's concession was later repudiated by the Connecticut Assembly; and to complicate matters further, the royal commissioners who visited Rhode Island in 1665 decided that the disputed territory should belong to neither colony but to the King, though Rhode Island might exercise jurisdiction over it (King's Province) for the time being. Controversies with Connecticut over the Pawcatuck River raged until 1703, when a commission meeting at Stonington agreed on a line, confirmed by King George on February 8, 1727, and finally adjusted September 27, 1728, which was substantially the same boundary that exists today.

The original boundary of Rhode Island on the north was, in theory, the southern limit of Massachusetts as defined in the latter's charter of 1629. Some markers were erected in Wrentham in 1642 to indicate this line, but the result was not satisfactory to either party. Commissioners representing the two Colonies agreed in 1711 to accept the charter boundary (under the new Massachusetts Charter of 1691), and a line was run in 1719 which proved, however, to be very inaccurate. Other eighteenth-century attempts to agree on a division met with little success.

Most of what is now eastern Rhode Island was originally claimed by Plymouth Colony, and then by Massachusetts when the former Colony was merged (1691) with the latter. An eastern boundary between Rhode Island and Massachusetts was agreed upon by a royal commission meeting at Providence in 1741, and confirmed by royal decree five years later. Although not wholly satisfactory to Rhode Island, the decision did award to the Colony the 'Attleboro Gore,' or what amounts to the present town of Cumberland. Disputes touching lands along the eastern shore of Narragansett Bay continued for more than a century. The whole dispute

with Massachusetts reached the Supreme Court in 1846, where it was decided largely in favor of Massachusetts; but since the parties were then unable to agree on a line following the judicial interpretation, a second decree was sought from the court in 1861. By the later decision, January 23, 1861, Rhode Island received part of Pawtucket and East Providence, Massachusetts being given Fall River. The northern boundary with Massachusetts was finally established on March 22, 1883, and the eastern boundary on June 3, 1899. The western boundary line was finally established on May 5, 1887.

POLITICAL AND MILITARY HISTORY TO 1776

The first assembly of the Colony of Rhode Island and Providence Plantations met at Portsmouth on May 19-21, 1647. The chief executive was called President, and until 1663 the office was held most of the time by Newport men, John Coggeshall being the first. Newport was the largest town in the Colony in 1647, having about three hundred inhabitants while Providence had about two hundred. Coddington went to England in 1648, and secured in 1651 a special commission making him Governor of Aquidneck — an innovation which aroused so much opposition that the commission was vacated in 1652, though the four towns did not unite again for general legislation until 1654. Roger Williams was instrumental in securing the revocation of the Coddington commission; he was in England, for a second visit on behalf of the Colony, from 1651 to 1654. On his return to America in the latter year, he was made President of the reunited settlements, holding that position until May, 1657. He died in 1683, sometime between January 16 and March 15.

In 1655, there were two hundred and forty-seven freemen (qualified voters) in Rhode Island, ninety-six of whom lived in Newport. In the summer of 1657, the first Quakers came to the Colony, where they found a refuge generally denied them elsewhere in British America. Missionary zeal led them to brave the anti-Quaker laws of Massachusetts, as a result of which Mary Dyer was hanged at Boston in the spring of 1660. Although Roger Williams did not favor the Quaker sect, his ideal of religious freedom forbade him to take legal measures against them. However, he did engage in a three-day debate with Quaker spokesmen at Newport in 1671, hoping to convince the Friends of their errors.

With the restoration of Charles II to the English throne in 1660, Rhode

Island felt it advisable to secure a royal charter to replace the parliamentary grant. This aim was accomplished in 1663, and the charter continued in force until 1843 — a term of one hundred and eighty years. The charter contained the following clause relating to religious liberty:

That our loyall will and pleasure is, that noe person within the said colonye, at any tyme hereafter shall be anywise molested, punished, disquieted or called in question for any differences in opinion in matters of religion and doe not actually disturb the civill peace of sayd colony, but that all and every person and persons may from tyme to tyme and at all tymes hereafter freelye and fullye enjoye his and their own judgements and consciences in matters of religious concernments, they behaving themselves peaceably and quietly, and not using this libertie to lycentiousnesse and profanenesse, nor to the civill injurye or outward disturbance of others.

From the granting of the royal charter to the end of the seventeenth century, five new towns were incorporated. Westerly, or the Misquamicut tract, was bought from the Indians and settled in 1661. Block Island was admitted to the Colony of Rhode Island in 1664, and incorporated as New Shoreham in 1672. Kings Towne was made a town in 1674; it was called Rochester from 1686 to 1689. Kings Towne was divided into North Kingstown and South Kingstown in 1723. East Greenwich was incorporated in 1677; it became Dedford in 1686, but resumed its original name three years later. Conanicut Island was incorporated as Jamestown in 1678. During the same period settlers from Plymouth or Massachusetts founded three towns which later became part of Rhode Island; these were Barrington (1660), Little Compton (1674), and Bristol (1680).

Much of Rhode Island's history after the middle of the seventeenth century is concerned with military and naval affairs — from 1652 to the end of the Revolution the Colony took part in at least nine wars. Privateers went out of Newport to seize enemy ships during the Anglo-Dutch commercial war of 1652-54, and the Colony made preparations for hostilities which did not materialize locally in the later conflicts between England and Holland (1664-67 and 1672-74). King Philip's War occurred immediately thereafter. Rhode Island had little to do with its causes, although the general increase of English settlements here as elsewhere was a factor contributing to Indian resentment. But whatever the causes, Rhode Island could not escape the consequences; two powerful native tribes lived within her borders. Hostilities broke out at Swansea, Massachusetts (the middle of June, 1675), despite attempts made by several Rhode Islanders to effect a peaceful compromise. Captain Benjamin Church, recently settled in the new town of Little Compton, persuaded

Awashonks, squaw-sachem of the Sakonnet Indians, to keep out of the war, but he failed in urging Weetamoe of the Pocassets to adopt a similar policy. Roger Williams also exerted his influence in behalf of peace; and on June 17, 1675, Deputy-Governor John Easton of Newport and a committee of five held a futile parley with Philip (Metacom) and his chiefs at Bristol Neck Point.

Although the war was begun by the Wampanoags under Philip, the more dangerous Narragansetts under Canonchet, who could muster a thousand warriors, soon entered the fray. At the end of July, 1675, Philip escaped from traps laid to catch him on the east side of the Taunton River and fled northward, not to be seen again by white men in Rhode Island until his capture at the end of the war.

The major Rhode Island event of the Indian uprising was the Great Swamp Fight at North Kingstown, on December 19, 1675 (*see Tour 3*). Actually this battle was not keenly desired by Rhode Islanders, but it was more or less forced on the Colony by the aggressive tactics of the Massachusetts authorities, who hoped to cripple the Narragansetts in their winter quarters. With the destruction of this encampment in December, the once-powerful Narragansetts received a blow from which they never recovered. After the Swamp Fight, Rhode Island witnessed little warfare until spring. Captain Michael Pierce and most of his force of fifty white soldiers (there were some Indian allies) were slain in an engagement on March 26, near what is now Central Falls (*see Tour 5*); and a few days later many houses in Providence were burned. King Philip was overtaken by a band of men under Captain Church and killed near Mount Hope, Bristol, on August 12, 1676 (*see BRISTOL*). With the destruction of the Narragansetts, the Indians rapidly declined to an insignificant position in Rhode Island affairs. In 1709, the Colony negotiated with the younger Ninigret, sachem of the Niantics, for an Indian reservation of some sixty-four square miles in Charlestown, and arranged for the lease of other areas. Tribal lands titles were extinguished for five thousand dollars in 1879, the Narragansett tribe itself having been practically extinct for a quarter century.

Intercolonial wars between the English and the French, and the Indian allies of both, extended from the end of the seventeenth century beyond the middle of the eighteenth. The first of the French wars, called King William's, was fought 1689-97. In the first year of hostilities, Block Island was attacked by a French privateering force, which plundered the island for at least a week in July. This force was later driven away from Rhode Island shores by Captain Thomas Paine of Newport and James-

town (*see Tour 8*). Though the Colony did not otherwise have any large part in the war, it may be observed that at this time privateering was first legalized by the Assembly. Privateering became such a profitable form of warfare that the Colony acquired an unsavory reputation for providing a friendly haven for pirates, whether native inhabitants or transients. Charges of piracy and of other irregularities in government were made, for political purposes, by Lord Bellomont of Massachusetts in 1699 and by Governor Joseph Dudley a few years later, causing a bill for the alteration of the Rhode Island government to pass the House of Commons, though it failed in the House of Lords. Rhode Island itself later took measures to end piracy, and in July, 1723, twenty-six freebooters were hanged at Gravelly Point near Newport.

Before the trouble stirred up by Bellomont and Dudley, the Colony experienced, along with the rest of New England, a change of government under the so-called 'Dominion of New England,' an experiment begun by Charles II and continued by his brother James II. *Quo warranto* proceedings based on some real and some alleged irregularities were instituted, the Colony's charter was voided (October, 1685), and notice was served to the authorities at Newport in the following June. As a county in the new Dominion, the Colony of Rhode Island fared rather better than Massachusetts, where there was continual strife. The Governor-General, Sir Edmund Andros, favorably regarded Rhode Island claims to King's Province and other lands, and gave the Colony an able subordinate ruler in the person of Francis Brinley, presiding judge of the Court of General Quarter Sessions. The Colony resumed its charter government after the fall of Andros in Massachusetts, the first meeting of freemen under the former constitution being held in Newport, on May 1, 1689. Four years later the Attorney-General of England declared that the charter of 1663 was still in force.

The second French war, Queen Anne's, lasted from 1702 to 1713, during which time Rhode Island privateering flourished again. Captain William Wanton of Newport, in the 'Greyhound,' a hundred-ton brigantine, took three French prizes on a trip to the Gulf of St. Lawrence, and later with his brother John seized other enemy vessels. The Colony furnished troops for Captain Church's expedition against the Eastern Indians, and contributed both men and money to the unsuccessful campaign against Canada. As a result of its expenditures in this war, Rhode Island embarked in 1710 on its first venture in inflation, when it authorized printing bills of credit to the amount of £5000 — a procedure which had no serious effects at the time but which led in later years, especially after the Revolution, to grave economic disturbances.

The next intercolonial war began in 1739 as a commercial conflict with Spain but was later merged with the third French war (King George's, 1744-48). During the first year of these new hostilities, Rhode Island built the famous Colony sloop 'Tartar,' which was armed with twelve carriage and twelve swivel guns. Rhode Islanders took part in the expedition against Cartagena, in 1741, one of the most disastrous campaigns in which Americans have ever participated, and assisted Captain Simeon Potter of Bristol, commanding the 'Prince Charles of Lorraine,' in ravaging the coast of French Guiana. Also during this war the Colony chartered two special artillery companies, one in Newport (1742) and the other in Providence (1744). Captain Daniel Fones (*see Tour 1*) commanded the 'Tartar' in the large New England expedition which captured the fortress of Louisburg in 1745, and he contributed to the successful outcome of the campaign by dispersing a French force in the Gut of Canso. Altogether Rhode Island raised about six hundred and fifty men for King George's War.

The last French war was fought between 1754 and 1763. Two Rhode Island men, Stephen Hopkins and Martin Howard, attended the Albany Congress in 1754, where an attempt was made to bring about a greater degree of intercolonial co-operation. No battles of this last French and Indian war were fought on Rhode Island soil; but men from the Colony served at Fort William Henry in 1755, some were captured by the French at Oswego in 1756, some were lost at the fall of Fort William Henry in 1757, some aided in the capture of Fort Frontenac in 1758, and others served with Jeffrey Amherst through 1759 and 1760. In round numbers, about one thousand Rhode Island men enlisted in the land forces during this war, and nearly fifteen hundred went to sea as privateersmen.

Soon after the conclusion of the final French war, Rhode Island became embroiled in the disputes between America and England over matters of trade, taxation, and imperial control in general. England's seventeenth-century trade regulations had not greatly handicapped Rhode Island, partly because the early navigation acts were not strictly enforced. But the acts limiting Colonial manufacturing of woolen goods (1699), hats (1732), and iron (1751), and the Molasses Act (1733) placing heavy duties on the importation of molasses, from which Rhode Islanders made rum, convinced the colonists that the English policy toward America, even though it may not have been actually tyrannical, was a hindrance to local prosperity.

In connection with the controversies which raged after 1763, the name of Stephen Hopkins is outstanding. Born in Providence in 1707 and reared

as a young man in Chopmist, Scituate, he held after 1742 a number of responsible public offices. He became Governor in 1755, and from that year to 1768 he was chosen chief executive ten times. His rival for the position, Samuel Ward, was chosen three times during the same period, the result in the annual contests being often decided by the narrow margin created by a few pounds or shillings distributed to the right voters. From 1764 on, Hopkins had much to do with shaping public opinion against English measures, the most famous of his writings being the 'Right of Colonies Examined,' which appeared in the *Providence Gazette*. Rhode Island was represented by Metcalf Bowler and Henry Ward in the Congress of 1765 at New York, which opposed the Stamp Act.

In 1765 there occurred one of the earliest instances of resistance to British authority. On the night of June 4, a mob of about five hundred sailors and boys seized a boat attached to the 'Maidstone,' which had been impressing sailors in Newport Harbor, and dragged it through Queen Street to the Common, where it was burned. No redress was secured by the British officers. Hopkins was followed as Governor by Josias Lyndon; and then in 1769 came another Newporter, Joseph Wanton, who held the position until the Revolution. During the first year of Wanton's tenure occurred the 'Liberty' affair, in which a group of Newport men scuttled the British revenue sloop of that name (*see NEW-PORT*). In this same year, there also took place a more peaceful but nevertheless important event, the first commencement of Rhode Island College, now Brown University. In June, 1772, another British revenue vessel, the 'Gaspee,' was burned as it lay grounded about seven miles south of Providence on the west side of Narragansett Bay (*see Tour 1*). Governor Wanton was placed in the embarrassing position of being obligated to enforce English regulations without at the same time alienating his own constituents. He filled this difficult rôle with considerable success; in 1769 and 1772 he issued executive proclamations for the arrest of the local offenders, but he did not overexert himself to bring the guilty ones to trial. The 'Gaspee' incident has been called 'the Lexington of the sea.'

The War for Independence began at Lexington and Concord, Massachusetts, in April, 1775, and the situation in Rhode Island soon reached a point where diplomacy no longer sufficed. News of the battle of Lexington on April 19 came to Rhode Island the same night, and the next day a thousand men were ready to march to the scene of strife. Two days later a special session of the Legislature met at Providence and authorized the enlisting of fifteen hundred new troops. Although Governor Wanton

was well disposed toward the Colonial side of the controversy, he believed that war would damage both parties without resulting in final benefit to either. Because of his refusal to sanction military measures, the Assembly suspended him as Governor, and on October 31 it deposed him from office, electing Nicholas Cooke of Providence in his place. In the following spring, Rhode Island became the first Colony to declare, by solemn act, her independence of the British Crown. The Rhode Island act of independence, passed on May 4, 1776, antedates by two months the resolution of independence adopted by the Continental Congress at Philadelphia, and antedates also the adoption of the Virginia 'Bill of Rights.' Thus Rhode Island may justly claim to be the oldest independent State in the United States.

STATE NAME

Rhode Island officially acquired its name on July 18, 1776, when the General Assembly in session at Newport resolved that 'the style and title of this government . . . shall be the State of Rhode Island and Providence Plantations.' In common usage the latter part of this title, which had been given to the early settlements by the English charter of 1644, is omitted. The name 'Rhode Island' was first used in connection with a part of the present State by Verrazano, an Italian navigator, who visited Narragansett Bay in 1524. His account of the voyage notes that an island in the vicinity of the bay, probably the one now known as Block Island, reminded him of the island of Rhodes in the Mediterranean Sea. More than a century later, Roger Williams, perhaps influenced by Verrazano, used the name 'Rhode Island' in a letter to Governor John Winthrop of Massachusetts. Williams applied the name to the large island in Narragansett Bay then called Aquidneck, the island on which stands the present city of Newport. In 1644 a Court of Election held at Newport ordered 'that the ysland commonly called Aquethneck, shall be from henceforth called the Isle of Rhodes, or RHODE ISLAND.' Thus the name of the State originated in devious ways. It was first used in connection with Block Island by Verrazano, it was more than a century later transferred to Aquidneck, and was finally applied to the State at large at the time of the Revolutionary War.

Native sons and daughters pronounce the name of their State as if it were spelled Ro-dī'land.

FROM INDEPENDENCE TO THE FEDERAL UNION

Very little of the Revolutionary War was actually fought on Rhode Island soil, although local men served in widely scattered fields throughout the contest. The State witnessed the first naval action of the war when on June 15, 1776, Captain Abraham Whipple captured off Jamestown an armed tender attached to the British frigate 'Rose.' In October the 'Rose,' commanded by James Wallace, bombarded Bristol until the captain was induced to leave by a gift of some forty sheep (*see BRISTOL*). Bristol and Warren were also pillaged in May, 1778. Rhode Island delegates in the Second Continental Congress, meeting at Philadelphia, took a prominent part in inducing that body to organize the Continental Navy, of which Esek Hopkins, brother of Stephen, was made commander-in-chief.

The war came most closely home to Rhode Island through the British occupation of Newport, from December 8, 1776, to October 25, 1779, especially since the British made raiding attacks on near-by communities from their Newport base of operations. The battle of Rhode Island was fought in Portsmouth on August 28-29, 1778, when American forces under General John Sullivan attempted to drive the British out of Newport (*see Tour 6*); though this ultimate object was not gained, the British did not thereafter advance farther into the State. French aid arrived in Rhode Island in July, 1780, with the appearance of Count Rochambeau and his six thousand troops, the majority of whom were subsequently encamped on the outskirts of Providence.

Near the close of the war General Nathanael Greene of Rhode Island achieved national fame by rescuing from failure the American campaign in the South, since the battle he conducted at Guilford Court House on March 15, 1781, proved to be the turning point in that sector. Also, Greene's resourceful leadership in the battle of Eutaw Springs on September 8, 1781, for which Congress honored him with a gold medal, may be considered as closing the national war in South Carolina. David Ramsay's 'History of the American Revolution' (1789) states that 'History affords but few instances of commanders who have achieved so much, with equal means, as was done by General Greene, in the short space of a twelvemonth. He opened the campaign [in the South] with gloomy prospects; but closed it with glory.' General Washington visited Newport in March, 1781, to confer with Rochambeau on plans for the next southern

campaign, which came to a sudden and successful end at Yorktown. The French troops left the State in June on the way to New York to join with the main force of the American army; and a Rhode Islander, Captain Stephen Olney (*see Tour* 11), led a detachment of the Rhode Island regiment in an assault on the outer redoubts of Yorktown, October 15, 1781.

The Revolution is estimated to have cost Rhode Island a million dollars; and owing to casualties or to the flight of royalists from the State, the population declined from about 58,000 in 1774 to 52,000 in 1782. Hard times followed the war, and led to much unrest among farmers and the debtor class, resulting in a distressing experience with paper money. Bills of credit had been issued at various times since 1710, the crisis coming in 1786 when the paper currency reached its greatest volume and also the lowest point in its depreciation. The Legislature authorized in May a new issue of £100,000 and in June passed a supplemental act forcing creditors to accept the depreciated paper under penalty of £100 fine and loss of their right to vote. For a short time the State was treated to the odd spectacle of debtors chasing their creditors. This situation was checked by the case of *John Trevett vs. John Weeden*, argued before the Superior Court at Newport in September, 1786, a decision being rendered for the creditor-defendant. During the Revolutionary period, the State also took measures to end slavery; it prohibited the slave trade in 1774, and in 1784 it enacted measures for the gradual emancipation of slaves.

Rhode Island's place in the new Union, created by the Constitutional Convention at Philadelphia in 1787, was decided only after a long and closely contested political battle. Rhode Islanders were very jealous of any outside interference with their affairs, particularly with their trade, and hence the State did not send delegates to the Philadelphia convention. After the new Federal Constitution had been adopted by its framers, Rhode Island delayed until 1790 before calling a State convention to ratify the new instrument of government. In July, 1789, Congress sought to force Rhode Island into the Union by placing the State (and also North Carolina, which had not ratified) outside the revenue limits of the rest of the country, but it postponed enforcement of this discriminatory act to 1790. A Rhode Island convention finally met in the Old Court House at South Kingstown on March 1, but this assembly adjourned without coming to a favorable decision. A second convention met at Newport two months later, and ratified the Federal Constitution on May 29, by the vote of 34 ayes to 32 nays.

On its entrance into the Union, the State was composed of thirty

towns, as compared with only nine in 1700; the population had increased from 7181 in 1708 to 68,825 in 1790. Local commerce, which had been nearly ruined by the war, was beginning to revive, though it never regained the predominant position it once occupied in the economic life of the State.

THE RISE OF DEMOCRACY

In the period immediately following 1790, Rhode Island was occupied with internal adjustments incident to its enrollment as a member of the new Union. These adjustments were primarily economic, and the foremost question was that of revenue. The State's acceptance of the Constitution did not entail as great a sacrifice of independence as some had feared, but it brought a diversion of shipping revenues from the State to the Federal Government. Since commerce was Rhode Island's most profitable occupation, this diversion of revenue disarranged for a time the finances of the local government. One of the first results of the change was the temporary suspension of work on Providence harbor improvement because of lack of funds. Five months before Rhode Island joined the Union, the State had levied a duty of two cents per ton on most vessels entering Providence River. The proceeds of this tax were assigned to the River Machine Company, which was to dredge the river and keep it navigable. Although Congress permitted the State to retain this special revenue for five years, the proceeds therefrom were not large. Rhode Island commerce continued to encounter difficulties after 1790, because of the European wars, Jefferson's Embargo of 1807-09, and the second war with Great Britain. With the coming of Samuel Slater to Pawtucket in 1790, however, the textile industry had its beginning, and it eventually supplanted commerce as the major source of private profit.

Rhode Island's first senators in Congress were Joseph Stanton, Jr. (1739-1807), and Theodore Foster (1752-1828). Their tenure was determined by lot, Stanton drawing four years and Foster two. They were sent to Philadelphia in June, 1790, and given State loans of one hundred and fifty dollars each to use as ready cash until their first Federal salaries were paid. For Representative in Congress, the State re-elected Benjamin Bourn (1755-1805), a member of Congress under the Articles of Confederation.

The twenty-year period following 1790 is often called 'the administra-

tion of the Fenners.' Just previous to Rhode Island's ratification of the Constitution, Arthur Fenner was elected Governor, and was re-elected each year until 1805, when he died and was succeeded by his son James. The latter held office until he was defeated in 1811 by William Jones. Fenner lost on that occasion by only 172 votes in a total of 7508. This closely fought election turned upon national rather than local issues, the character of which may be explained somewhat as follows: For many years after 1790, local politics depended largely upon the interests of the two great national parties and their respective leaders, Hamilton and Jefferson. The Federalists in Rhode Island generally supported Hamilton's program for a strong national government and friendly commercial intercourse with England; whereas the Anti-Federalists, later called the Republicans, sympathized with Jefferson's support of States' rights, and with his sentimental attachment for France, which was in the throes of a republican revolution. Local party alignment was not always clear, however. Hamilton lost favor in Rhode Island when the Federal Government assumed only a part of the State's Revolutionary debt. For many years after the Revolution, also, there was a strong local sentiment in favor of the French because the able and amiable French general, Rochambeau, had maintained quarters in Newport during the latter part of the war. The ever-present fear of impressment by the English navy alarmed seamen and merchants who would otherwise have supported the Federalist cause. When in 1794, for instance, the British sloop-of-war 'Nautilus' sailed into Newport harbor, her commander, Captain Boynton, was charged with carrying American sailors in his crew. A critical situation was avoided in this instance because the captain, upon being shown that six of the crew were Americans, discharged them with pay, professing previous ignorance of their citizenship. For several years after 1790, party lines in Rhode Island were not sharply drawn. Governor Arthur Fenner was regarded as an Anti-Federalist, but Samuel T. Potter, long Lieutenant-Governor, was of the opposite faction. James Fenner was a Republican. Pro-French sentiment in America declined after 1803, when Napoleon, continuing his wars, aspired to conquer all of Europe so as to close the whole continent to English trade. The Federalists became favorable to England, and more bitter in their opposition to the Republican administration because of Jefferson's Embargo, which dealt a deadly blow to Rhode Island shipping, and because of the hardly more satisfactory commercial regulations under Madison, his successor in the presidency.

Public opinion was divided on the merits of the War of 1812. Rhode

Islanders wished to expand their sea trade, and the war was obviously a hindrance to this endeavor. Most New Englanders had little enthusiasm for Henry Clay's ambition to conquer Canada, and Rhode Islanders in particular were afraid that the hostilities would bring down British attacks upon the vulnerable spots along their seacoast. Despite the strategic advantages of Narragansett Bay as a base for naval operations, the Federal Government had neglected fortifications for its defense.

Yet many Rhode Islanders played a heroic part in this blundering war which was conducted on both sides with singular incapacity. The remarkable American naval victories of the war were due to the seafaring tradition of American sailors and shipbuilders rather than to the foresight of the Federal Government. One of the most decisive battles of the war was Perry's victory on Lake Erie (1813). Oliver Hazard Perry was born at Rocky Brook, South Kingstown, in 1785 (*see Tour 1*), became a midshipman in 1799, served in the Tripolitan War, and in 1812-13 was in command of a gunboat flotilla in New York waters. In February, 1813, he was given command of a fleet to be equipped on Lake Erie. Most of the spring and summer passed in ship construction at Erie, Pennsylvania; but in September Perry's little squadron was ready for action, and sought the British squadron. The battle was fought at Put-in-Bay on September 10, 1813. Against great odds, both in men and ships, Perry disabled the British flotilla. His victory gave the United States the control of Lake Erie, and enabled General William Henry Harrison to make a brief invasion of Canada. Perry engaged in no major battles after this campaign. In 1819 he went to Venezuela on a government mission, and there, at thirty-four years of age, he died of yellow fever.

Another thorn in Britain's side during the War of 1812 was James De Wolfe, of Bristol, who as a boy ran away from his father's farm to go privateering and who later accumulated a fortune in the slave trade (*see BRISTOL*). His ships had suffered from impressment, so that he had no love for the English. In less than a fortnight after the declaration of war he offered to the Government, at his own expense, the brig 'Yankee,' of 160 tons burden, mounting 18 guns and carrying 120 men, under the command of Oliver Wilson. On six cruises this vessel captured or destroyed five million dollars' worth of British property.

The less heroic aspect of Rhode Island's rôle in the war appeared in relation to the question of militia service. The State raised a quota of five hundred men and placed them, as ordered, under the Federal commander, General Dearborn, but Rhode Island refused to allow the militia

to engage in service outside the State, or to do garrison duty under Federal officers. The Governors of Massachusetts and Connecticut likewise refused to allow Federal officers to command their State troops. Since the United States had at this time a very small standing army, these restrictions upon the use of the New England militia seriously handicapped the conduct of the war. Rhode Island felt that she had a strong case for refusing to allow the militia to perform Federal service, because of Federal neglect of local defense. Under Governor William Jones, the State used its resources for its own protection. Money was granted the Providence Marine Corps for the purchase of cannon, and quantities of muskets were stored at Providence and Newport, each musket 'with two extra flints and twenty rounds of ammunition.' When the threat of a British invasion became very real, after Stonington, Connecticut, had been bombarded in August, 1814, the State took on the appearance of a well-armed camp. Guards were established at the Stone Bridge in Tiverton, at Barbour's Heights in North Kingstown, and at several points in Warren and East Greenwich. All the townspeople of Providence, from 'free men of color' to 'gentlemen of the bar' and students of Brown University, labored on earthworks for the defense of the city. Vigilance was not relaxed until news of the Treaty of Ghent arrived (February, 1815).

The feeling of the New England States against the Federal Government culminated in the Hartford (Connecticut) Convention (December, 1814), at which Rhode Island was represented by four delegates. The members met in secret session for three weeks, while Federal troops were encamped at Hartford 'on recruiting duty.' Because of its secrecy the Hartford Convention was popularly supposed to have contemplated treason or secession, and this widespread impression helped to bring about the rapid decline of the Federalist Party. A history of the convention, published in 1833, showed that the delegates carried on an animated and fair-minded discussion of State *vs.* Federal relations, but the true nature of the convention came to light too late to save its members from obloquy. Rhode Island's delegates made a report to their Legislature, but in the universal rejoicing over the peace with Great Britain, the proposed amendments to the Federal Constitution were laid aside without serious consideration.

The decline of the Federalist Party in Rhode Island enabled the Republicans to elect Nehemiah Rice Knight (1780-1854) as Governor in 1817, though the Federalists retained control of the House. The political bitterness of those days is manifested by the fact that the House ordered

the court-martial (which was not carried out) of a Newport artillery officer, Captain Robert Cranston, who was alleged to have insulted ex-Governor Jones.

Rhode Island's history in the second decade of the nineteenth century was largely bound up with attempts to reform the State Constitution. The State was living under an antiquated frame of government, the King Charles Charter of 1663. This charter specified no suffrage qualifications, but since 1724 the right to vote had been limited by statute to adult males who owned £100 of real estate or property which rented for at least seven shillings annually, and to the eldest sons of such persons. By 1840 these requirements disqualified about half of the adult male population. After 1797, many attempts were made to alter this situation, but the Legislature, under control of the landholders, would not give way to demands for a new constitution. The situation became the more intolerable when Connecticut and Massachusetts reformed their fundamental laws in 1818 and 1820, respectively.

Success for the reform party was finally assured through the work of Thomas Wilson Dorr (1805-54). Dorr was the son of a prosperous Providence manufacturer, a graduate of Harvard, and a lawyer of good business and social position. In 1840, he was instrumental in founding the Rhode Island Suffrage Association, and in 1841 the People's Party, which held a constitutional convention and drew up a constitution providing for universal manhood suffrage. The People's Constitution was sweepingly ratified by a plebiscite in which all adult males were allowed to vote. The existing government, under Governor Samuel Ward King (1786-1851) of Johnston, contended, justly, that these proceedings were illegal, but the party in power was so frightened that it authorized another convention. The work of this second meeting, called the Landholders' Constitution, was rejected by 676 votes in a total of 16,702. At this point Dorr forsook peaceful methods of reform and became a real rebel.

The People's Party elected Dorr Governor, and inaugurated him at Providence on May 3, 1842. The next day Governor King was inaugurated at Newport. Thus the smallest State in the Union had two governments; but since it also had five capitals, the rival administrations could move about without getting in each other's way. Both parties appealed to President Tyler for aid, but received no encouragement. On the night of May 17-18, the Dorrites moved against the armory in Providence; but when their 'artillery,' two old field pieces captured from General Burgoyne in 1777, refused to fire, they withdrew. Dorr left the State for a time, while the administration proceeded to arrest many of his

followers. He returned to Rhode Island in June, expecting to find five hundred armed supporters in Chepachet. Since only about a tenth of that number assembled, he decided to retire from the field of action. As a gesture of victory, Governor King sent troops to storm the rebel 'works' on Acote Hill in Chepachet (*see Tour 9*). One cow was killed in the encounter, the only other casualty being that of a bystander who was shot while a mob on the Massachusetts side of the Blackstone River was 'ragging' the Kentish Guards holding the bridge.

Dorr voluntarily gave himself up to the authorities in 1843. He was tried for treason and convicted, though the defense lawyers contended that one could commit treason only against the United States and not against an individual State. After a year's imprisonment, Dorr was released. Being then in poor health, he retired from public affairs, but the goal he had personally failed to attain was reached by others. The legal government of the State called another convention, which in October and November, 1842, framed the present State Constitution, conferring the suffrage upon adult males who possessed \$134 worth of real property or who paid a tax of at least \$1 annually. Roger Williams was Rhode Island's great protector of religious liberty; Thomas Wilson Dorr was its outstanding champion of democracy.

THE MODERN STATE

Shortly after 1842, Rhode Island became involved in the national issues of slavery and westward expansion. Slavery had been curtailed in the State with the passage of the Emancipation Act of 1784. Anti-slavery sentiment was maintained throughout the years following, and was quick to rise when the issue became national. On July 4, 1833, the first of many public anti-slavery meetings was held in Providence. In 1845, the General Assembly adopted a resolution condemning the annexation of Texas, on the ground that the United States had no power to extend its jurisdiction over a foreign nation. The resolution indicated, if it did not openly reveal, the strong local sentiment against slavery. Hence Rhode Island was in accord with the other northern States that opposed the ambiguous attitude of the Federal Government on the question of slavery in the Lone Star State. Despite objection to the annexation of Texas, however, the General Assembly encouraged enlistments for the Mexican War; it passed special resolutions upon the death of Major J. R. Vinton in action, and

appointed a committee to arrange details for his funeral, which was conducted with much pomp and ceremony.

Two events of contemporary importance occurred in 1843 and 1848. Amasa Sprague, a prosperous textile manufacturer, was murdered at Cranston in 1843, probably as a result of his having successfully opposed the granting of a license to sell liquor near his factory. The suspected slayer was convicted and executed, but doubt as to his guilt arose later, and it was largely as a result of the Sprague case that the State abolished capital punishment in 1852. The other event was the introduction to Providence in 1848 of gas lighting. Though Providence was somewhat tardy in adopting such illumination for its streets, gas had been used in Newport as early as 1806. David Melville of Newport had become interested in the method of manufacturing and using gas which had already been successfully tried in Europe, and he is generally credited with the introduction of gas lighting to America. There are records of single gas lamps being put into use, in 1804, in Washington, D.C., though it is not certain that these were of the same type that Melville used. After some experimenting, Melville was able to illuminate his house, and the street in front of his house, with gas distilled from coal. In 1813, he had sufficiently improved his apparatus to take out a patent. Installations were made in several near-by mills and in two or three lighthouses. However, there was no public lighting in Providence until 1821, and even then the illuminant used was not gas; sperm-oil lamps were used in street lamps until 1848, when gas lighting was introduced.

Many other events of economic importance occurred during the first half of the nineteenth century. The first State banking institution, the Providence Bank, was chartered in 1791, and the first three savings banks in 1819. The steamboat 'Firefly,' the first in these waters, made its initial trip from Newport to Providence on May 28, 1817. Regular steamboat service was established in 1823. In the latter year the Blackstone Canal was chartered, being opened to commerce five years later. The earliest charter for a turnpike was granted just before 1800; and a railroad charter was granted in 1828, though no trains ran over the first line, between Providence and Boston, until June, 1835. The second railroad, between Providence and Stonington, Connecticut, was opened in November, 1837; and the next enterprise, the Providence and Worcester Railroad, began to operate in 1847.

In the middle of the nineteenth century, Matthew Calbraith Perry achieved international fame through his dealings with Japan. Born in Newport in 1794, he was the younger brother of Oliver Hazard Perry,

and was with the latter at the Battle of Lake Erie, and during the Mexican War commanded a naval battery at Vera Cruz. The treaty negotiated by Perry with Japan in 1854 was the first modern commercial treaty made by that power.

At the outbreak of the Civil War in 1861, Rhode Islanders were quick to offer their services to the Union — quite in contrast to their behavior during the War of 1812. On April 16, 1861, the day after President Lincoln asked for 75,000 volunteers, Governor William Sprague (1830–1915) issued a call for a special regiment of infantry. To assist its organization, the Governor contributed \$100,000 in the name of his firm, A. and W. Sprague. Two days later, the first detachment of 1000 men, picked from 2500 volunteers, left Providence under the command of Colonel Ambrose E. Burnside. In another four days, a second detachment departed, under command of Lieutenant-Colonel Joseph S. Pitman. A battery of artillery commanded by Captain Charles H. Tompkins drilled for two weeks at Easton, Pennsylvania, and then arrived in Washington on May 2; this was the first volunteer battery of the Civil War.

Governor Sprague personally engaged in the early fighting of the war; a horse was shot from under him at the first battle of Bull Run. In late July and early August of 1861, the first Rhode Island detachments were mustered out of service, since their enlistments had been for only three months. Between 1861 and 1863, a total of fourteen regiments (including one colored contingent) marched away from Rhode Island. On the home front, a branch of the United States Sanitary Commission was established at Providence to forward medicines and other hospital supplies to the Union armies. The Providence Ladies' Volunteer Relief Association was formed to aid in the shipment of clothes, bandages, and other necessities, and in 1863 the group was made an auxiliary of the Sanitary Commission.

Rhode Island regiments participated in nearly all of the major battles of the war. Inscriptions on regimental colors record service at Fort Sumter, Spottsylvania, and Vicksburg. The State contributed a total of 24,042 men to the army, and 645 men to the navy.¹ Rhode Island seamen were recruited through New Bedford, Massachusetts. Thomas P. Ives of Providence contributed a yacht to the Government. After recovering from an illness at the outbreak of the war, Ives held the rank of captain and saw service in Chesapeake Bay and at Roanoke. Rhode Island casualties of the war have been recorded as 255 killed, 1265 dead of wounds or disease, and 1249 wounded — a total of 2769.

Ambrose E. Burnside (1824–81), an adopted citizen of Rhode Island

¹ These figures include 264 re-enlistments.

who later became Governor, was the State's most distinguished participant in the Civil War. Born in Indiana, he graduated from West Point in 1847, but resigned from the Army in 1852 to manufacture in Rhode Island a breech-loading rifle of his own invention. In the fifties, he was Major-General of the State Militia, but for some years prior to the outbreak of the Civil War he lived in Illinois, where he held an executive position with the Illinois Central Railroad. However, at the call to arms he returned to Rhode Island immediately and, as already noted, was given command of the first volunteer force to leave Providence. His misfortunes at Fredericksburg in 1862 are too well known to be recounted here. After the war, General Burnside returned to Rhode Island, where he served three terms as Governor and then, in 1875, became a United States Senator (*see BRISTOL*).

After the Civil War came years of economic expansion in Rhode Island. It was a conservative and fairly steady development. Since Revolutionary days, the economic structure of the State had been fairly immune from the worst effects of nation-wide depressions. In recent times especially, the State has escaped any spectacular financial disasters. Only one brokerage firm failed as a result of the 1929 stock-market crash, and only one bank long remained closed after the 1933 bank holiday.

The telephone was introduced into Rhode Island shortly after 1880, when the first charter to the Providence Telephone Company was granted for a territory covering all of Rhode Island and parts of eastern Massachusetts. In 1869, there had been some thought of making Rhode Island the American terminal of a trans-Atlantic cable, and the Narragansett and European Cable Company was incorporated for the purpose; but the plan was not carried through. The wireless telegraph was introduced in 1903, and was used during the summer of that year by the *Providence Journal* in connection with a Block Island edition which featured news dispatched from the mainland by wireless.¹ Electric carbon arc illumination began in 1882 on Market Square and Westminster Street in Providence, and the incandescent lamp for house illumination came into use in 1902.

In the second half of the nineteenth century, Rhode Island experimented with prohibition. The first public temperance meeting was held at Providence in April, 1827. Twenty-five years later, the General Assembly passed a prohibitory liquor law, which was modified in 1856 and then

¹ Two broadcasting stations, WEAN and WJAR, went on the air within a few days of each other in the summer of 1922, and are still in existence. They are now both connected with the NBC broadcasting network; whereas a third station, WPRO, is on the Columbia circuit.

abolished in 1863, when a return of the licensing system was welcomed as a source of revenue for the State and town governments. A drastic prohibitory law, under which medical prescriptions containing alcohol could not be refilled, was in force from 1874 to 1875, and in 1885 a prohibition amendment was added to the State Constitution. Under a special chief a force of county sheriffs, town constables, and other police was organized to enforce the measure. The law proved to be very unpopular, and was repealed in 1889. Rhode Island did not ratify the Eighteenth Amendment to the Federal Constitution; and in the 1933 popular vote on the Twenty-First Amendment, Rhode Islanders favored the repeal of national prohibition by a ratio of about seven to two.

The chief enforcement officer under the prohibition law of 1885 was Charles R. Brayton (1840-1910), a Civil War general who for thirty years was the Republican 'boss' of the State. In 1870, Brayton had been Federal pension agent for Rhode Island, and after 1870 he served as postmaster at Providence. Brayton resigned from the special police force in 1886, to help bring about the repeal of the prohibition measure under which he was appointed. He was admitted to the bar in 1891. His power to control public measures was enhanced by the facts that the Governor then had no veto power, and that votes could be quite openly bought. Brayton drew annual retainers from railroads and other corporations, and with the assistance of this war chest he manipulated the legislators from the rural and Republican areas. It was said of him that he never made a promise unless he had to, and never broke a promise once it was given. In 1900 he became blind. He was finally ousted from his unofficial quarters at the State House through the efforts of Governor Higgins (Dem.) in 1906.

General Brayton usually co-operated with Senator Nelson A. Aldrich (1841-1915), who was a power in Washington during the same time. A millionaire as well as a great parliamentarian, Aldrich was one of the men whose careers lent point to the gibe that the United States Senate, at the turn of the last century, was 'a rich man's club.' Aldrich, Allison, Platt, and Spooner were known as the 'Big Four,' and they dominated Senate legislation until the death of Platt in 1905. Aldrich made a study of European banking systems; and the 'Aldrich Plan' for this country, proposed in 1911, though not adopted, was a forerunner of the Federal Reserve Act of 1913.

Across Narragansett Bay from Aldrich's Rhode Island house was the imposing residence of Senator LeBaron Bradford Colt (1846-1924), who came to Providence in 1875, practiced law, and became a member of

the State Legislature from Bristol in 1879. He was United States district judge of Rhode Island 1881-84, and United States circuit judge 1884-1913. He left the bench then to take a seat in the Senate of the United States, and he was a senator until his death, in 1924.

The State's original quota for the Spanish-American War of 1898 was placed at one regiment. More than 2300 applications were received for the first volunteer force of 1150 men. The regiment left for the South in May. The men saw no service at the front, but suffered greatly from tropical diseases. Two battalions of light artillery, a division for the United States Hospital Service, and the 'Vulcan,' a floating machine shop, saw service with the colors. Many Rhode Island soldiers re-enlisted for Philippine duty.

On October 15, 1896, the cornerstone of the new State House in Providence was laid. On May 19, 1897, a new State flag was adopted; and on Battle Flag Day (April 30) of 1903, the flags in the old State House were removed to the new State House. This 'marble palace' on Constitution Hill had been completed in 1900; and on November 6 of the same year a constitutional amendment making Providence the sole capital of the State had been approved. On January 1, 1901, the General Assembly convened for the first time in the new State House.

In 1902, the General Assembly limited the hours of a legal working day for conductors, motormen, and gripmen on street railways. The street-car corporation immediately opposed the measure, and announced that men working only the prescribed number of hours would lose wages. A majority of the workers went on strike, and public sympathy was with them since the corporation was defying State law. There were riots, and martial law was declared in Pawtucket. Service was restored on all the lines under military protection, and the State paid more than twenty-five thousand dollars for militia to protect a corporation that was breaking the law. Though the Supreme Court upheld the shorter working day, the railway company continued to operate in defiance of the decision, and the General Assembly virtually repealed the measure by indefinitely postponing its application. The election in 1906 of a Democratic Governor, James H. Higgins, may be directly traced to this affair. Higgins conducted a campaign on the issue of 'bossism,' charging that the opposition was too friendly to public utilities. He served two years, and was succeeded by a Governor who served four and one-half terms.

Aram J. Pothier (1854-1928), born in Quebec, came to Woonsocket when he was eighteen, and there rose from a position as grocery clerk to the presidency of a bank. He made several trips to France which resulted

in the establishment in Woonsocket of branch factories of several French and Belgian firms. This Franco-American was often called the 'Dick Whittington of Rhode Island.' When he came out of virtual retirement in 1924 to lead the Republican Party into office for the fourth time, his popularity was such that he was elected by a plurality of more than 36,000.

The entrance of the United States into the World War found Rhode Island, in common with her sister States, eager to help in the common cause. More than 28,000 local men served in the national armies. Batteries A, B, and C of the 103d United States Field Artillery were offshoots of the famous Providence Marine Corps of Artillery, from which had come in the past such men as Reynolds, Sprague, and Burnside. World War casualties among Rhode Islanders numbered 1693.

Women began registering as presidential voters for the first time on July 1, 1919. On January 6, 1920, the General Assembly ratified the proposed amendment to the Constitution of the United States extending the full right of suffrage to women; and on November 2, 1920, women of Rhode Island exercised that right for the first time in national, State, and town elections.

In 1922, the State voted into office a Democratic administration, although a majority of the legislative members were Republicans. The session of 1924 witnessed a famous filibuster, when the Democrats resolved to delay passage of the annual appropriation bills until the Republican majority yielded to their demands for constitutional and other changes. Both sides settled down to a grim parliamentary warfare that was not without its comic side. Spectators thronged to the State House, where Lieutenant-Governor Toupin astonished them by his unique application of Senate rules, including an inability to see any Republicans when they rose to demand the floor. The House soon tired of meeting and sending bills to a deadlocked Senate, where members and spectators engaged in fist fights on the floor. The climax came when an unbearable odor emanated from a bomb placed behind the Senate leader's chair. Republican senators fled the State and went into hiding in a Massachusetts hotel, thus stopping further business through lack of a quorum. To keep the administration from going to pieces, the banks loaned money to the various State institutions. Aram J. Pothier was elected Governor by a landslide vote in the following election. At his death, on February 4, 1928, he was succeeded by the Lieutenant-Governor, Norman S. Case, who served as Chief Executive until 1933.

The next Democratic Governor, Theodore Francis Green, was elected

by a large majority in 1932. He was at first handicapped by a Republican majority in the Assembly, but in 1934 the Democrats took control in no uncertain manner. In a single day, all of the eighty or more existing boards and commissions were overthrown, the seats of the Supreme Court were declared vacant, and the administration was reorganized into eleven new departments. Dual office-holding became a widespread evil from 1934 to 1936, but in the latter year the Democrats, returned to office by a large majority, gave promise that this grievance would be abolished. Governor Green became a United States Senator-elect in November, 1936, and was succeeded as Governor on January 4, 1937, by the former Lieutenant-Governor, Robert E. Quinn.

The State finishes its three hundredth year with the question of constitutional reform still before the people. Unequal representation in the General Assembly is the main issue. At a special election held March 10, 1936, the voters rejected a proposal for a special convention to frame a new constitution, but since that date many amendments to the present constitution have been introduced into the regular assembly.

Since 1790, the number of cities and towns in Rhode Island has increased from 30 to 39, and the population from 68,825 to 687,497.¹

¹ The last figure given above is from the Federal Census of 1930; the State Census of 1936 showed a smaller total, of 680,712.

THE STATE GOVERNMENT

PRIOR to the year 1647, the four original towns in Rhode Island — Newport, Portsmouth, Providence, and Warwick — were governed independently of one another (*see History*). Under the authority of the English Charter of 1644 there assembled at Portsmouth in May, 1647, the first united governing body for the Colony. Common officers were elected by ballot. John Coggeshall of Newport was selected to serve as President of the Colony, and Roger Williams of Providence, John Sanford of Portsmouth, William Coddington of Newport, and Randall Holden of Warwick were named as Assistants. William Dyer and Jeremy Clarke, both from Newport, were elected General Recorder and Treasurer respectively. Outstanding enactments of this assembly of freeholders or General Court had to do with guarantees of liberty and property, insistence upon the charter as a limitation upon legislative power, omission of an oath from the engagement of officers, the protection of liberty of conscience, and provision for the initiative and referendum.

The harmony which prevailed at the General Court of 1647, however, was destined to be short-lived. In the course of the next three years the General Assembly, originally composed of all freemen, was replaced by a representative assembly of six men from each town. Dissension arose between the southern towns and those in the north, and in 1651 Newport and Portsmouth failed to send delegations to the annual meeting. Thus the General Court of October, 1650, proved to be the final joint session until 1654. In that year the existing differences were smoothed away, and on August 31 an agreement for reunion was signed by commissioners representing the individual towns. A special Court of Election was called for September 12, 1654, at which time a common government for the Colony was renewed, with Roger Williams as President.

The restoration of Charles II as King of England (1660) made necessary the replacement of the Parliamentary Charter of 1644 by a royal instrument. The resulting Charter of 1663 reincorporated the Colony, authorized a common seal, and outlined a plan of government. It named Benedict Arnold as Governor, William Brenton as Deputy-Governor, and among ten Assistants such prominent men as Roger Williams, John Coggeshall, and Thomas Olney. The General Assembly was authorized

to establish its own time and place of meeting; to admit freemen; to name and commission officers; to enact laws and ordinances; to erect courts of justice; to establish penalties for crime; to regulate trade with the Indians; and to establish and maintain an armed militia. The charter did not regulate the right to vote within the Colony, and this very important question was dealt with by the Legislature at its own discretion. It is to be noted that the Governor, the Deputy-Governor, and the ten Assistants were to be elected in the same manner as the other members of the General Assembly, although the original officers for these positions were named in the charter. The election of the Governor and other executive officials by the Colony was a peculiarity of the charter colonies in America, as distinguished from the royal colonies, where the Governors were chosen by the British Crown.

The subsequent growth of new towns caused the General Assembly to become constantly larger. By 1672 the Deputies, or representatives of the towns, numbered twenty-two. It was apparent that the general officers, still twelve in number, could be outvoted by the Deputies. This situation brought about, in 1696, the separation of the Legislature into two houses, the upper house consisting of the Governor, Deputy-Governor, and the Assistants, and the lower house of the Deputies, who were presided over by a Speaker of their own selection. Between 1663 and the end of the century the Colony established several other general officers: the Recorder (later to be known as Secretary of State), General Sergeant (called Sheriff after 1696), General Treasurer, General Attorney, Solicitor, and Major. The latter was in command of the militia, while the present office of Attorney-General supplants those of General Attorney and Solicitor.

Private homes or taverns in the several towns housed early sessions of the General Assembly. A Colony house was erected at Newport in 1690, but the Legislature did not confine its meetings to Newport. The Constitution framed in 1842 followed Colonial precedent by authorizing Assembly sessions to be held at Newport, South Kingstown, Bristol, East Greenwich, and Providence. From 1854 to 1900 the Legislature met either in Newport or in Providence, and after the latter year only in Providence.

The Revolutionary period brought about few changes in the character of Rhode Island's government (as a virtually independent charter Colony, Rhode Island did not need to frame a constitution at the time of asserting its formal independence from Great Britain), though it caused a controversy between the State and the newly created Federal Government.

The Continental Congress, always hard pressed for money, attempted in 1781 to secure the authority to levy customs duties throughout the Union. Rhode Island refused to agree to this proposal since the State, enjoying a large import trade in relation to its size, would be deprived of a rich source of revenue. Local import and export duties were already in force in Rhode Island. This State was not represented at the Constitutional Convention in Philadelphia in 1787, and it failed to ratify the new Federal Constitution until May 29, 1790.

In the early nineteenth century the major change in Rhode Island's government was a liberalizing of the suffrage. Since 1724 the right to vote had been limited to adult males who possessed £100 of real estate, or property which returned an income of seven shillings annually, and to the eldest son of such persons. The Dorr War of 1842 forced the conservative Legislature to call a convention, which framed in the autumn of that year the Constitution which is still in force. Originally it provided for a nearly omnipotent Legislature which could, if it chose, control both the executive and the judiciary. This situation has been somewhat modified by amendment. The original document began, as is customary in American constitutions, with a Bill of Rights. This section (Article I) guaranteed religious liberty; free, complete, and prompt justice; trial by jury; and freedom of the press. It also forbade slavery and imprisonment for non-fraudulent debts. The Governor (Article VII) was given no veto power, and judges of the Supreme Court (Article X) were to be elected by the Legislature and to be removable by the same body. The only major limitation on the Legislature's freedom of action was a provision (Article IV) that it could not, without the express consent of the people, incur a State debt to an amount exceeding \$50,000, except in time of war.

Since 1842 the Constitution has been amended twenty-one times; the first amendment, granting the Governor the pardoning power and limiting annual assemblies from two sessions to one, was adopted in 1854, and the most recent amendment, providing for absentee voting, was accepted in 1930. Other amendments have made the following important changes: Article IV (1864) enabled electors absent from the State to vote if engaged in the actual military service of the United States. This provision was replaced by Article XXI (1930), which permitted all absentee electors to vote. Article V (1886) established prohibition, which was subsequently repealed (1889). Rhode Island, it may be noted, never ratified the Prohibition Amendment to the Federal Constitution. Article XII (1903) required judges of the Supreme Court to submit, on request of the Governor or either house of the Legislature, advisory opinions respecting any

question of law. By Article XV (1909) the Governor was given the veto power; a bill of which he disapproves, however, may be passed over his objections by a three-fifths vote of both houses of the Assembly. Article XVI (1911) gave the Governor and general officers of the State a term of two years instead of one.

As the General Assembly is now constituted, it is based upon a working compromise between popular and geographic (town) representation. The Senate (Article XIX, 1928) consists of one senator from each city or town, but any city or town having more than twenty-five thousand qualified voters may have an extra senator for a fraction exceeding one-half of that number — no city or town, however, to have more than six senatorial representatives. There were forty-two senators in the 1935-36 Assembly, four being from Providence, the largest city in the State. In 1909 the membership of the lower house was set at a maximum of one hundred, to be apportioned among the cities and towns on the basis of population, provided, however, that each town should always be entitled to one member, and that no city, however large, should have more than one-fourth of the total number. There were ninety-nine representatives in the 1935-36 Assembly, twenty-three being from Providence. Although not required to do so, the General Assembly may reapportion its membership after any Federal or State census.

Appointees to executive or administrative offices serve at the discretion of the appointing officer; there is no civil service system. The State has complete control over city charters, but as a matter of policy it does not abrogate or amend them without due cause. Strictly speaking, the State does not control the public school system, but practically it does, since it has the power to refuse State aid to the schools of any city or town which does not conform to specifications laid down by the Department of Education. In a narrow sense, also, the State has little to do with taxation. A few taxes, such as those on gasoline and inheritances, are levied directly by the State. Other direct levies partake of the nature of licenses rather than taxes, such as licenses for automobile drivers and barbers, and fees for the registration of motor trucks, etc. Property taxes, the major source of public revenue, are levied by the cities and towns; the returns from intangible property, however, are turned over to the State. Neither an income tax nor a sales tax has as yet been adopted.

In Rhode Island the counties are of negligible importance. Sheriffs are county officers, and there are county courts; otherwise the counties are merely geographical expressions. Most matters of everyday regulation are controlled by the local city or town governments. The towns still

retain much of their original freedom of action in government, which is expressed through the medium of the traditional town meeting. The State is divided into seven cities and thirty-two towns. Each one of the cities — Central Falls, Cranston, Newport, Pawtucket, Providence, Warwick, and Woonsocket — is governed by a Mayor, a Board of Aldermen (except Cranston and Warwick), and a Common Council (called City Council in Cranston and Warwick, and Representative Council in Newport). The towns are governed by Town Councils and other usual administrative officers, the elections in twenty of the thirty-two towns being held at the same time as the State elections.

Rhode Island has two representatives in Congress, chosen by districts, the first district comprising roughly the eastern half of the State plus the east half of Providence, the second district comprising the remainder.

The general officers of the State — the Governor, Lieutenant-Governor, Secretary of State, Attorney-General, and General Treasurer — members of the General Assembly, members of Congress, and a United States Senator when necessary are elected the Tuesday after the first Monday in November, biennially in the even years. The General Assembly convenes on the first Tuesday in January of each year, and a new State government is inaugurated in each odd year.

The powers and duties of the civil administration of the State government are vested in eleven departments, as recently established by the Reorganization Act (Chapter 2250) of the special session of May, 1935. Each department is headed by a general officer or director appointed by the Governor with Senate confirmation. A peculiar statute passed January 29, 1901 (the 'Brayton Law'), limited the Governor's freedom of choice in this matter; if the Senate did not choose to ratify his appointments it could select its own candidates regardless of the Governor's wishes. In May, 1935, this provision was superseded by the more usual regulation that the Senate may reject unsatisfactory gubernatorial appointments, but may not substitute candidates of its own choosing. The earlier law was passed in order to give the upper house, usually Republican, control over a Democratic Governor, and to give the Senate the whip-hand over a Governor of either party. When the Senate is not in session the Governor may make interim appointments. The departments are divided into divisions in charge of separate chiefs. The chief of a division is appointed by the head of the department in which he serves; he has the right to employ his immediate subordinates.

The State judiciary includes a Supreme Court, with a chief justice and four associate justices, selected in Grand Committee by the General

Assembly. A Superior Court, with a presiding justice and ten associate justices, is appointed by the Governor with the consent of the Senate. In the same manner justices are named to the twenty district courts in the State. The Supreme Court sits only in the city of Providence. It is in session from the first Monday in October to the second Monday in July, except for a recess from the third Monday in February to the first Monday in March.

An important innovation in government is the recent creation of a State Planning Board, which was authorized in the spring of 1935. This board, with headquarters in Providence, is composed of nine members, headed by a chairman; it serves at the pleasure of the Governor. Three of the board are executive officers connected with the Department of Public Works and the Department of Agriculture, while the remaining six members are chosen from the State at large. All members serve without compensation. The work carried on by the planning board is divided into three classes, as follows: (1) The assembling and co-ordination of basic data pertaining to Rhode Island; this work is intended to present an accurate picture of present economic and social conditions, and to reveal existing faults and advantages. (2) The consideration of projects submitted by various State agencies for approval. (3) The compiling of a master plan to be used as a guide in legislation affecting the growth and development of the State. At present (1937) the board's working staff is maintained by funds from the Works Progress Administration.

Affairs of the political parties in Rhode Island are conducted by State central committees, and local committees in the several cities and towns. The nomination of candidates for elective offices is made in district and ward caucuses, and in city, town, and State conventions.

INDUSTRY AND COMMERCE

RHODE ISLAND was originally an agricultural State. Farming was the principal occupation followed from the founding of the first settlement in 1636 to the end of the nineteenth century, and the total capital invested in that pursuit as late as 1890 was estimated to be twenty-five million dollars.

Commerce, including shipbuilding, became a rival interest before the end of the seventeenth century; and certainly in the eighteenth century, trading on the high seas was a more notable feature of the Colony's economic life than agriculture. As early as 1646, a ship of more than one hundred tons burden was built at Newport for delivery in New Haven, Connecticut, and other vessels were shortly being laid down in the shipyards established at favorable places, such as in Bullock's Cove, East Providence. The first warehouse and wharf in Providence were under construction in 1680, on a small piece of land that had been granted by the town fathers to Pardon Tillinghast. Permission to construct nine other wharves and warehouses was granted to various persons in the next three years; but until recent times, Providence never paralleled Newport as a commercial city. Narragansett Bay was an important shipbuilding center throughout the Colonial period, and well into the nineteenth century.

The first shops in Newport and Providence were probably operated by shipowners and chandlers. Gideon Crawford, admitted as a resident in Providence in 1687, was the owner of a typical establishment. He and his son John engaged in foreign trade, importing and selling Holland muslins, calico, Bengali tape, silk stockings, edging laces, combs, gloves, mohair, drugget, silk crepe, broadcloth, and poplin. The stock in trade for the Crawford store in 1719 included indigo, glassware, tobacco, axes, brushes, pewterware, bolts, beeswax, ginger, alum, nails, powder, gun flints, and halters.

Joseph Jencks, Jr., who came from Massachusetts and settled at first in Warwick, introduced a new industry to Rhode Island. He was the son of the first foundryman to work in brass and iron in Massachusetts. In March, 1669, the younger Jencks was granted land on both sides of the Pawtuxet River on which to set up and operate a sawmill. Under this

F A R M A N D F A C T O R Y

THE Industrial Revolution of the late eighteenth century overshadowed Rhode Island agriculture and reduced commerce to secondary importance. The State's first industries were the manufacture of textiles and jewelry, both of which are still foremost; tool making has become outstanding; ship-building, once a corollary to flourishing local commerce, still exists on a small scale; agriculture has become a science; and unproductive attempts to mine coal and precious metals have been compensated for by a fine yield of granite in Westerly. The first picture shows Rhode Island's oldest extant textile mill, standing near the site of the Nation's first successful textile factory. Other pictures show the exteriors or interiors of a few of the present-day mills engaged in various textile processes. Craftsmen engaged in the manufacture of silverware, precision tools, yachts, and small boats can be seen at their tasks. A stone-carver is shown at work on a tombstone of Westerly granite. The picture of the Navigation Service headquarters at Bristol, where channel markers and buoys are kept in condition, emphasizes the continued importance of commerce. Providence Harbor, of which the reader is given a ship's-eye view, is the State's most important shipping center. Rhode Island agriculture, especially in animal husbandry, has won fame for the Rhode Island Red hen, and, as the three final pictures indicate, the State College at Kingston, in cooperation with the State Department of Agriculture, continues scientific experiments in the improvement of barnyard beast and fowl.



THE SECOND SLATER MILL (1793), PAWTUCKET

CRANSTON PRINT WORKS, CRANSTON





ARCTIC MILL, WEST WARWICK

PREPARATION OF YARN FOR DYEING, THIES DYEING COMPANY, CENTERVILLE





SILVERWARE MAKING, THE GORHAM COMPANY, PROVIDENCE

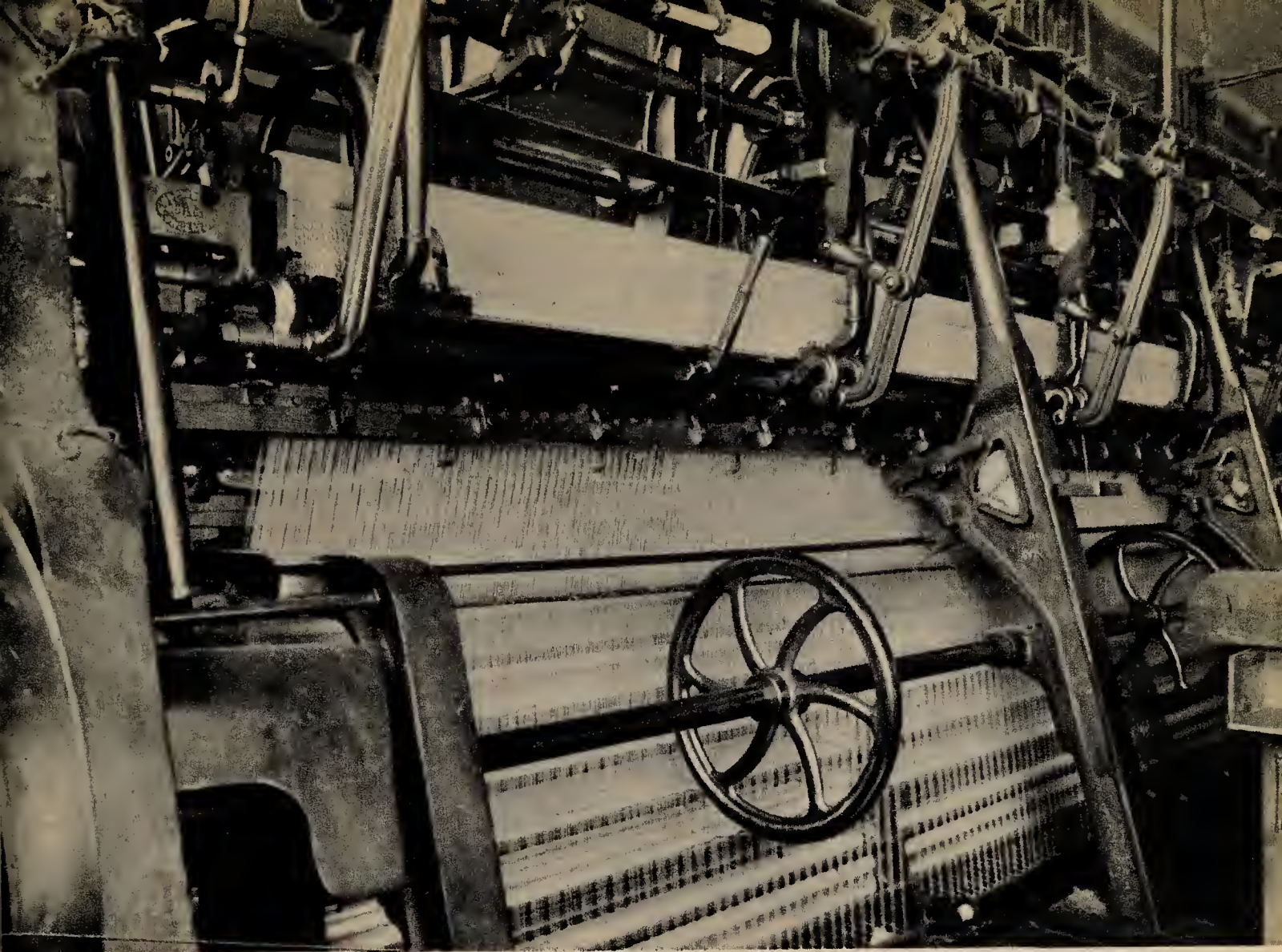




TOOL MAKING, THE 'SCRAPING DEPARTMENT,' BROWN & SHARP
MANUFACTURING COMPANY, PROVIDENCE

TOOL MAKING, MILLING MACHINERY, BROWN & SHARP
MANUFACTURING COMPANY, PROVIDENCE





LACE MANUFACTURING, BANCROFT LACE COMPANY. WEST WARWICK

STONE CARVING, SMITH GRANITE COMPANY, WESTERLY





YACHT UNDER CONSTRUCTION, THE HERRESHOFF COMPANY, BRISTOL

YACHT FINISHING, C. T. BENT, EAST GREENWICH





GOVERNMENT NAVIGATION SERVICE, BRISTOL

PORT OF PROVIDENCE





RHODE ISLAND TURKEY



RHODE ISLAND RED HENS AT RHODE ISLAND
STATE COLLEGE, KINGSTON

COWS AT RHODE ISLAND STATE COLLEGE, KINGSTON



grant he was to sell boards at four shillings, sixpence per hundred feet. Attracted by the possibilities of another situation, Jencks purchased in 1671 some sixty acres of land near the Pawtucket Falls, where the Blackstone River becomes the Seekonk. He set up a forge, a sawmill, a carpenter shop, and later an iron foundry and furnace. His shops turned out hatchets, axes, hammers, shovels, hoes, plows, and all forms of iron implements needed by the colonists in Providence Plantations (*see PAWTUCKET*). Jencks and his followers became so successful that, at the beginning of the Revolutionary War, Rhode Island had a larger iron and steel production than that of any other Colony.

The Hope Furnace, owned by Nicholas Brown and Company, and situated in the southeast corner of Scituate, proved of great value to the Colony and State in the eighteenth century. Iron pigs produced there, and known as 'Hope pigs' to the trade, were in great demand, Aaron Lopez and other Newport merchants often being purchasers. During the Revolution, Sylvanus Brown superintended the casting of cannon for the State and also for Continental service. The furnace also supplied cannon for the United States service in 1795 (*see Tour 9*).

While such men as Joseph Jencks were busy laying the foundations of industrialism in Rhode Island, another group sought its fortune in a far different field, through exploiting the slave trade. By 1696, a shipload of Negroes had been imported, and men and women were sold for \$150 to \$175 each. The demand for slaves was not great up to the year 1708; but after that, local merchants plainly saw the profits to be derived from the triangular trade in rum, sugar, and slaves. From Newport they sent ships to Africa to trade for Negroes. Sailing thence for the West Indies, the slaves were exchanged for sugar and molasses, which were brought back to Newport and Providence, where the molasses was made into rum. This trade provided the wealth which fostered the society and culture of Newport. Vessels of all sizes were placed in the trade. One ship is reported as carrying 140 hogsheads of liquor, with provisions, muskets, and assorted shackles. This cargo could be traded for about 120 slaves, at a profit ranging from \$9000 to \$10,000 for the voyage. The Revolutionary period witnessed the end of this trade. A law of 1774 prohibited the importation of slaves into Rhode Island; and by 1808 Federal statute had outlawed the slave trade for all American citizens.

Few names are more closely connected with the rise of commerce in Rhode Island than that of the Brown family (*see PROVIDENCE*). The Browns and their associates were daring adventurers, sailors, and merchants. They were men possessed with the qualities needed for success in

that early period. They included Chad Brown and Nicholas Powers of the first settlers, and Pardon Tillinghast, who constructed the first warehouse in Providence and the first wharf built in the Providence River. James and Obadiah Brown, great-grandsons of Chad Brown, were originally sailing masters who first commanded vessels owned by others and then bought craft of their own. They subsequently became partners in the first Brown commercial house. James Brown died in 1739, leaving his widow, Hope, and four sons. Obadiah Brown continued the business after his brother's death; and as his nephews came of age, he took Nicholas, Joseph, and John into the family partnership. Following the death of Obadiah, the business was organized in 1761 as Nicholas Brown and Company. The youngest of the four brothers, Moses, was admitted to the firm in 1763 and was affiliated with it for about ten years. Nicholas Brown and Company achieved distinction before the Revolution: the firm built many ships in its own yards, and engaged both in peaceful trading ventures and in privateering. Joseph Brown remained in the family partnership only until he had acquired a competency. His interest in physical science was stronger than his mercantile instinct, and soon after the middle of the century he turned to investigation and study. In 1769 he became a trustee of Rhode Island College, and in 1784 he was invited to fill the chair of Natural Philosophy at this institution. Nicholas and John Brown dissolved their partnership in 1782, and set up separate establishments; the several firms which later grew out of this division were Brown and Francis; Brown and Benson; Brown, Benson and Ives; and Brown and Ives (*see PROVIDENCE*).

John Brown, the most adventuresome of the brothers, took the initiative in reviving local commerce, which had been greatly damaged by the Revolution. In 1787 he became the first Rhode Island merchant to undertake direct trade with the Orient. The shipyards of John Brown flourished, and the vessels constructed therein gained world-wide renown. Records of the voyages made by Brown's ships indicate the commercial scope of early American enterprise. The 'General Washington,' 1000 tons, Captain Jonathan Dennison in command, cleared from Providence in December, 1787, with a cargo of anchors, cannon shot, bar iron, ginseng, tar, Jamaica spirits, New England rum, Madeira wine, brandy, and spirits, reaching Canton, China, ten months later. On the outward journey she stopped at Madeira, Madras, and Pondicherry. Returning, she touched at St. Helena, Ascension, and St. Eustasius. The vessel reached Providence in July, 1789, after a voyage of more than 32,000 miles, with a cargo of teas, silks, china, cotton goods, lacquered ware,

flannels, and gloves, valued at \$99,848. John Brown built the 'President,' a copper-bottomed ship of 950 tons; and a later vessel of his, the 'George Washington,' was the first craft to fly the American flag in Turkish waters.

Brown, Benson and Ives built the 'John Jay,' which was launched late in 1794. In December of that year the 'John Jay' sailed for Bombay with pig iron, bar iron, rum, gin, pork, candles, and tobacco having a total value of \$34,550, and returned two years later with teas valued at \$250,000. This vessel made other voyages to Russia, Batavia, Canton, Amsterdam, and Sumatra. The 'Ann and Hope,' 550 tons, was one of the fastest commercial sailing vessels to be placed in commission in Rhode Island. On her maiden trip she reached Canton, China, in five months and one day, including four days spent in Australia. The vessel returned from Canton in 126 days with a cargo of 3165 chests of tea, 130 boxes of china, 50,000 pieces of Nankeens, and 392 pieces of assorted silks. Her second voyage was also to Canton, and the third to Canton via London, with tobacco, coffee, and logwood. The 'Ann and Hope' made two more voyages that netted the owners considerable profit; and the sixth, which proved to be the final trip, was to the East Indies via Lisbon. After many minor misfortunes, both going and returning, she was wrecked on Block Island while carrying a cargo worth \$300,000.

Whaling, with the resulting manufacture of spermaceti candles, claimed the attention of many local merchants. While Nantucket, Massachusetts, was the center of the whaling industry, the Rhode Island towns of Providence, Warren, Bristol, and Newport were all well represented. Local whaling was well under way before the middle of the eighteenth century. Spermaceti, taken from the heads of sperm whales, supplanted tallow in the making of candles, being harder and giving a stronger and less smoky light. In 1763, a trust was established controlling the distribution of the entire production of sperm oil by the combined whaling fleets of continental North America. The product was divided among ten manufacturers, Nicholas Brown and Company being allotted twenty barrels in each hundred. A monopoly price for the oil was agreed upon yearly, and the establishment of more spermaceti works was discouraged.

Aaron Lopez, one of many Portuguese Jews who sought religious and economic liberty in America, settled in Newport in 1752 and entered upon a general merchandising career. Lopez's chief interest was at first the spermaceti candle trade, in which he was one of the pioneers. Previous to 1765, his shipping was mostly coastwise, but by 1770 he had ventured profitably into the West Indies, and his thirty or more vessels came to be seen in every busy port of the commercial world. The Revolution brought

an abrupt end to his business, and left his accounts in complete chaos. During the war he moved from Newport to Leicester, Massachusetts.

Until the time of the Revolution, Newport was the outstanding commercial center in the Colony. Along with Lopez, thriving sea trade was carried on by the Brentons, George Rome, Joseph Wanton, Sr., and his sons, Joseph Jr. and William, and a great many others. The 'Golden Age of Newport' is an appropriate term applied to the years 1760-76, when the town flourished not only as a seaport but as a social center. People from other Colonies began to spend their summers there, a presage of Newport's later fame as a fashionable resort. The foreign commerce engaged in by local merchants reached its zenith before 1810; and although commerce declined thereafter, the general prosperity of the State was upheld by the rising industrial era. Wealth accumulated in commerce was invested in factories, as merchants and mariners turned shoreward for further gain.

Moses Brown, after dissolving connections with the family partnership, sought another field in which to invest his capital. Some cotton had been imported into Providence from Spain as early as 1785; but to Moses Brown's wealth, and his willingness to finance Samuel Slater, first successful reproducer of the Arkwright processes in America, is attributed the beginning of the great American textile industry. The Pawtucket factory owned by the company of Almy, Brown and Slater was the first successful American cotton manufactory, and for many years it was the only mill to be operated on a profitable financial basis (*see PAWTUCKET*).

Many other factories were soon built in the State. Job Greene, a pioneer in the textile field, constructed a cotton mill at Centreville in the Pawtuxet Valley, in 1794. Textile mills appeared in Coventry in 1800, and in Warwick by 1807. The Clyde Bleachery and Print Works was established in 1828. Within twenty-five years of Samuel Slater's coming to Rhode Island, it was estimated (though the figures may be too large) that the State's cotton factories employed 26,000 operatives, and annually turned 29,000 bales of cotton into 27,840,000 yards of cloth. The other Brown brothers and their partners followed Moses into the textile industry; and the firm of Goddard Brothers in the twentieth century carries on the business begun by the firm of Brown and Ives. The present Lonsdale Company, incorporated in 1834, with various textile enterprises in the Blackstone Valley, was one of the Brown and Ives corporations, its 'No. 1' Mill being erected in 1831.

In 1860, about 135 cotton factories contained 766,600 spindles and 26,000 looms, employed 12,089 operatives, and produced goods valued

at \$12,258,677. The Civil War, with the blockade of Confederate ports, disrupted the cotton industry for a time. Raw cotton nearly disappeared as a procurable commodity, its price rising from 10 cents to \$1.80 per pound. The industry revived as soon as hostilities ceased between the North and South, and continued to develop thereafter. The capital invested increased from \$6,675,000 in 1850 to \$11,500,000 in 1860, and to \$18,836,300 in 1870. In the ten years from 1870 to 1880 the number of cotton factories was reduced from 139 to 115, but the capital invested increased from \$18,836,300 to \$28,047,331. Five thousand more persons were employed, and the weight of the goods produced had risen from 38,503,000 to 60,906,000 pounds.

The local woolen and worsted industry became affluent at a later time, and less rapidly than was the case with cotton. The first broadcloth manufactured in Rhode Island was made by the Bellefonte Manufacturing Company in Cranston, established in 1810 by William and Christopher Rhodes. Other woolen and worsted mills soon followed: in North Kingstown by 1815, in Hopkinton by 1816, in South Kingstown (the Hazard enterprises) before 1819, in North Providence by 1822, in Pawtucket by 1820, in Woonsocket by 1831, and in Providence by 1842.

Rowland Hazard introduced carding machines at Peace Dale, and in 1816 he installed there the first woolen power looms used in America. His special products were saddle girths and webbing. The profits on textiles were large enough to warrant steam-power, both as an auxiliary to water-power and as an independent source for driving machinery. The Providence Woolen Manufacturing Company used steam-power in its factory in 1812, and two years later the Providence Dyeing and Calendering Company installed a steam engine at a cost of \$17,000. As coal replaced wood as fuel, other steam-driven mills were built in Providence, Warren, Bristol, and elsewhere.

The inventions of George H. Corliss were a decisive factor in the growth of the textile industries. Corliss came to Providence in 1844, to market a harness-sewing machine of his own invention. His interest, however, soon changed to steam engines, and in 1848 the firm of Corliss, Nightingale and Company built an engine for the Providence Dyeing, Bleaching and Calendering Company. This machine was so successful that Corliss later built larger engines of the same type for mills in Boston, New Bedford, and Utica. The Corliss Steam Engine Company was incorporated in 1856; and Corliss, as president, directed all its business activities, besides devising further improvements in his machines. His mechanical genius won him world-wide recognition as an authority on steam engines.

He was awarded the Rumford medal by the American Academy of Arts and Sciences in 1870, and by 1880 he had received honors in three foreign countries.

Color printing from wooden blocks began in 1790 at East Greenwich, in the Mathewson and Mowry factory. Schuch, Tissot and Dubouque printed color from wooden blocks at Providence in 1794. The Clyde Bleachery and Print Works, established at Warwick in 1818, engaged first in bleaching and finishing white cotton goods, adding single-color printing machines in 1822 for producing indigo-blue and white color prints. The plant was enlarged and new printing machines were installed from time to time, until the company had equipment for printing color in eight different colors. In later years, many dyeing and printing, as well as new styles of finishing cotton cloth, were introduced. The founding of the Sayles Bleachery at Saylesville, in 1847, marked the beginning of one of the world's largest textile finishing organizations. The present Cranston Print Works Company is an outgrowth of a cotton-carding and hand-spinning plant begun by William Sprague, before 1813; and the Dannel Print Works at Pawtucket, later a branch of the United States Finishing Company, was in operation as early as 1817.

The number of firms engaged in the woolen trade rose from 43 in 1850 to 57 in 1860 and 70 in 1870. The product was valued at \$1,360,000 in 1850, at \$1,005,000 in 1860, and at \$1,375,000 in 1870. The great expansion of the woolen and worsted business in Providence belongs to the Civil War period. The first mill of the Riverside Mills was constructed in 1861, and the Woonstock Mills and the Weybosset Mills were opened in 1862. The Riverside Mills manufactured beavers, kersays, chevrons, ladies' cloakings, and fine overcoatings, and the Weybosset Mills achieved distinction by designing original patterns instead of copying imported imitations. By 1862, Providence was the second woolen-manufacturing city in America, being surpassed only by Philadelphia. In 1867, Darius Goff of Pawtucket invented and patented machinery for making pile fabrics, including wool plush. Census statistics for 1860 showed 10 woolen mills in operation, 10 hosiery and knitting mills, and 10 worsted mills. The industry employed 20,703 persons, and the production was valued at \$12,100,000. In 1860, some 10 companies employed 20,000 persons and produced goods valued at \$12,000,000.

The textile industry opened avenues for numerous related industries, such as the building of textile machinery. In Cumberland during the Revolutionary War, Oziel Wilkinson and his five sons, all blacksmiths, had manufactured milliron, screws, heavy oil presses, farming implements,

and other cast and wrought-iron ware. Isaac Wilkinson, another son of Oziel's, cast sixty cannon at the Franklin Foundry, in Providence, for use in the War of 1812. For the same war, Stephen Jencks manufactured ten thousand muskets at Central Falls. The Wilkinsons extended their operations to include textile machinery, and made some of the earliest machines after the instructions of Samuel Slater. Other men followed suit, building power looms and novel types of winding, braiding, and ring-spinning devices. This was the beginning of what was to become one of Rhode Island's greatest industries. The J. and P. Coats Company, before removal from Paisley, Scotland, to this State, was equipped with machines made here. The Coats concern began operations in Pawtucket in 1868. Other early establishments connected with the making of textile machinery were Pitcher and Gay, and Charles A. Luther Company, of Pawtucket; Joseph and Ebenezer Metcalf, of Cumberland; the Franklin Machine Company, the Phenix Iron Foundry, and the Cove Machine Company, of Providence; and the Woonsocket Foundry, of Woonsocket. In 1830, Alvin Jenks and his brother-in-law, David G. Fales, began making textile machinery in Central Falls. There were also iron foundries and metal-working shops in various parts of Rhode Island, including the Brown and Sharpe Manufacturing Company (1833), the Eagle Screw Company, and the New England Screw Company (1838); the latter two eventually combined as the American Screw Company.

One of the dominant industries in Providence after 1850 was that of jewelry manufacturing. Seril Dodge was the first jewelry manufacturer in the city (*see PROVIDENCE*). In 1786, he had a little shop on North Main Street, where he specialized in the production of silver shoe buckles; but to his brother, Nehemiah, has been attributed the major credit of beginning the vast jewelry business of America. In 1794, Nehemiah Dodge opened a shop on North Main Street, a little to the south of Saint John's Church, as a silversmith, goldsmith, and watch-repairer. He removed in 1798 to a shop south of the First Baptist Meeting-House. While working on individual orders in fine gold, Dodge conceived the idea of building up his trade by using a less expensive kind of metal. Up to that time persons of means were the only ones able to afford jewelry. Nehemiah Dodge hired journeymen jewelers, goldsmiths, and silver-smiths, and added a number of apprentices to his working force. He is reputed to have perfected a system of washing baser metal, called the prototype of the electro-gilding process, the use of which reduced the prices of jewelry to popular levels. Dodge greatly enlarged his business, conducting a shop where customers could make their selections from

stock manufactured in advance. Thus he shaped the local jewelry business of Providence and set the pattern for manufacturing and retail establishments elsewhere.

Jabez Gorham, one of Nehemiah Dodge's apprentices, became a journeyman silversmith, and made silver spoons that he sold from house to house. From this humble trade originated the immense business of the Gorham Manufacturing Company in Providence. By 1810, there were approximately 100 workers in the various jewelry shops, producing goods valued at \$100,000. During the next ten years, the number of workmen increased to 300, and the value of their work to \$600,000. Census returns for 1850 placed Rhode Island third in respect to the number of persons employed in manufacturing jewelry, and by 1880 the State had attained first place in the trade. The City of Providence, in which 142 of the 148 establishments were situated, had a production valued at \$5,444,092 annually. In 1899, a survey of the industry disclosed 249 firms, with a total investment of \$10,655,227; 8767 persons were employed; and the jewelry produced was valued at \$19,445,327.

The diversity of nineteenth-century Rhode Island industry included the production, beyond the major items noted above, of paint, rubber goods, yacht and ship pulleys, proprietary medicines, soap, stoves, sewing machines, twine, hardware, printing machinery, drugs and chemicals, baking powder, wire, and fire extinguishers.

Rhode Island is now the most highly industrialized State in the Union. In 1930, 151,462 persons out of a total working population of 297,072, constituting more than 50 per cent, were engaged in industry. In 1933 the number of persons so occupied was 134 per thousand of the entire population, whereas the average for the country as a whole was 49 per thousand. Rhode Island also heads the list of States in the per capita wealth produced by the manufacturing process — \$243 per person in 1933, compared to \$118 for the country at large.

The nature of the present industrial structure allows the grouping of manufacture in Rhode Island into a few principal divisions: (1) textiles, (2) metal trades, (3) jewelry and silverware, (4) rubber goods, and (5) miscellaneous. According to the payrolls of December, 1935, the relative importance of these groups was as follows: textiles, more than 57 per cent of the total; metal trades, nearly 14 per cent; jewelry and silverware, about 10 per cent; rubber goods, less than 3 per cent; and miscellaneous industries, about 16 per cent.

Measured by any criterion, the making of textiles is Rhode Island's most important industry, and within this industry the making of woollens

and worsteds is the most important branch. Rhode Island is outranked only by Massachusetts in the manufacture of woolens and worsteds, employing 16.8 per cent of the total workers of the country in this industry.

The local woolen and worsted industry is largely, though not exclusively, a city enterprise; and of Rhode Island's seven incorporated cities, Woonsocket is the great center of the industry. Woonsocket contains six mills, which employ more than five hundred workers each, in addition to a great number of smaller establishments. The Rhode Island woolen and worsted industry has shown a definite improvement in past years, its gross income having increased steadily from 1899 to 1931. The healthy condition of this industry is in contrast to many dark aspects of the contemporary textile picture. At the present time, the industry shows not only a sustained purchasing power, but an increase in the number of workers employed. (There were 19,436 workers in 1935 as compared with 16,438 a year before.)

The cotton mills of Rhode Island are fairly widely distributed, many of the larger ones being outside the cities — a condition less true of most other branches of manufacture. Rhode Island ranks sixth among the States of the Union in number of employes engaged in cotton manufacture. The *Textile World* for February, 1936, calls the cotton industry 'tough' because of the conditions it has been able to survive, and this generalization about the industry as a whole applies especially to Rhode Island mills. The migration of the cotton industry from New England to the South has been going on for some time, but the full extent of the change is not often clearly recognized. The movement began more than thirty years ago, and for some time New England minimized its importance. As the Southern textile industry developed first in the field of coarse goods, the North went in for medium and fine grade yarns, and for a time both sections enjoyed a healthy growth. From 1910 on, however, things changed rapidly, until in 1931 the South was ahead by a considerable margin in all grades. The South now manufactures 81 per cent of all cotton yarn, and 61 per cent of the fine grade yarn, the manufacture of which New England formerly monopolized. There were only 70 per cent as many persons employed in the Rhode Island cotton industry in 1933 as in 1899. This loss is due in part to the introduction of labor-saving machinery — a consideration which does not, however, appreciably offset the factor of increasing Southern competition. Notwithstanding the general decline in the cotton industry, Rhode Island has now about three-quarters of the number of persons employed in 1899; it uses about one-

third the amount of raw cotton that was consumed in 1913; and it realizes a gross income of about one and one-half times that of 1899.

The silk and rayon situation in Rhode Island is rather difficult to analyze, since figures are difficult to obtain and there is much confusion in terminology. It has been suggested that what has been called the silk industry should now be recognized as silk and rayon, because it is impossible to consider one product without the other. Rayon has been forging ahead since 1929, especially on a materials-used basis; but indices drawn from silk and rayon combined do not reveal favorable conditions. The number of workers employed decreased markedly from 1933 to the end of 1935.

In addition to the weaving of cotton and woolen goods, a considerable branch of the textile business has to do with what is called 'finishing'; and this branch, as well as other subdivisions of the industry, accounts for a number of large factories distributed fairly evenly among the cities and towns.

Rhode Island ranks first in the Union as a jewelry-manufacturing State, employing 37 per cent of the workers nationally engaged in that industry. As the textile industry had its Slater, jewelry had its Nehemiah Dodge, who became in 1794 the first to manufacture jewelry on a large scale in America. From this beginning the industry has grown, until today Providence is known throughout the world as a jewelry center. Jewelry has a seasonal pattern of production; the high point comes in October, from which it declines into July, then rises again very rapidly into its fall peak. The industry has consistently maintained a fairly prosperous condition since 1899, although there was a noticeable decline between 1929 and 1931.

The local metal trades are broadly classified under three headings — nuts and bolts, textile machinery, and general machinery. The best available index for these trades for any length of time is that of average daily consumption of power. On this basis, the nut and bolt trade may be said to have declined steadily from 1929 to 1932, and thereafter to have risen until in January, 1936, it was a little above the 1930 level. The same general statement holds true of the two other branches, textile machinery and general machinery. The Rhode Island metal trades are carried on almost exclusively in the large cities, and most extensively in Providence.

Figures on the rubber industry are not available over a long period of years. The State Department of Labor noted 4499 employees in eight plants as of December, 1935 — a gain of about 8 per cent over December

of the previous year. On a power-consumption basis, the rubber industry stood 8 per cent higher in January, 1936, than a year previously.

The principal miscellaneous industries in the State produce paper boxes, brick, glass bulbs, confectionery and ice cream, coated paper and cardboard, display cases, baking powder, fishing tackle, embossed labels, paints, and radio tubes.

It would appear that the year 1935 witnessed the first sustained recovery from the depression of the past several years. Improvement was noticeable in the woolen and worsted industry; jewelry was in a better condition than in 1934; and general industrial payrolls and employment rosters were larger than in the preceding year. Rhode Island retail and wholesale business seemed to be improving consistently in 1936.

L A B O R

IN RHODE ISLAND manufacturing has long outranked other economic interests. Textiles, with the related machinery and dyeing industries, were destined to attain a commanding position after the year 1790. It was then that Samuel Slater, an English immigrant, defeated the English embargo on machinery and machine-design by constructing from memory several Arkwright spinning machines, and installing them in a water-power plant at Pawtucket. Rhode Island has hence been considered the birthplace of the textile industry in America.

The coming of mill industries to Rhode Island caused an abrupt change in the life of the people. Before the advent of manufacturing, production had been chiefly for local needs. The work of spinning yarn and making cloth, for example, had been carried on in the home by the womenfolk. They began and finished their product, and saw it put to use. Other workers, such as farmers, blacksmiths, and millers, included payment for their services in the price of their product. They made their own individual profit as a matter of individual trade. Even seamen, whose work was collective, were paid more or less directly in shares of the cargo's value. With the coming of the factory, the economic process became less direct and simple. Workers sold their labor, but not the product of their labor; the workers who spun yarn, for example, were not spinning it for their own cloth, and they had nothing to do with its use or sale. Earnings did not depend directly on the price received for the sale of the product.

This radical change in the manner of production was not altogether welcomed by the people. Many men found factory life less attractive than cultivating the soil or sailing on merchant ships.

The English mechanic largely responsible for Rhode Island's successful nurture of the infant textile industry was Samuel Slater (*see PAW-TUCKET*). Having completely memorized the Arkwright process, he smuggled his secrets out of England. For a short time in the late 1780's, he worked for the New York Manufacturing Company, one of the many unsuccessful textile corporations which were already springing up about the country. From the captain of a ship he learned of the new firm of Almy and Brown, in Pawtucket, and he wrote to Moses Brown offering his services. Brown agreed to hire him, and gave him complete technical

supervision of the plant. Although Slater subsequently acquired a half interest in the corporation, his status was that of a hired employee. This is an important fact because it reveals the early pattern which the industry assumed. Slater stood in the top rank of skilled laborers. His importance was not considered equal to that of Moses Brown, who had supplied the capital, nor was his function considered as important as that of Almy, the agent for the finished product. In other words, despite his interest in the firm, he was not a capitalist. However, the actual direction was in his hands, and by the workers for the firm of Almy, Brown and Slater, he was considered the employer. In the subsequent expansion of the industry, other master laborers who held a position corresponding to Slater's were also classed as employers. After Slater had imported a few English skilled laborers and had succeeded in training a few Americans, the pattern became complete and the industry was divided into the following strata: on the bottom were the unskilled laborers, above them came the skilled laborers, next appeared the master-labor-employer, and on top was capital. It was not until the later 1850's that many capitalists or members of their families actually went into a mill to learn about the rudiments of their business.

Between 1790 and 1820, the textile industry took strong root and became an accepted part of American life. Yarn was spun in mills, and 'let out' either to small weaving establishments or to homes. A few years later, the mills began to take care of most of the weaving; and in 1817, when the power loom was introduced, domestic weaving disappeared as a part of the industry. During these first thirty years, the young industry experienced many vicissitudes. There was sharp competition, both at home and abroad; there were periods of excessive demand and low demand; there were prosperity and peak employment, depression and unemployment. The relative success of the firm of Almy, Brown and Slater moved other wealthy men to take their capital from shipping to invest it in industry. The War of 1812 stimulated the industry in America; but after peace had been restored, it languished, until a protective tariff kept out some of the foreign competition. Before 1830 there were at least a dozen large mills in Rhode Island, in addition to a number of smaller ones, all fighting for existence. In 1829 there was a short-lived but disastrous panic.

The growth of the textile industry naturally caused a great increase in the number of mill laborers. One record states that between 1820 and 1830 the textile industry employed 26,000 operatives; but this estimate is undoubtedly too high, since the total population in 1820 was only

83,000. A report for 1831 gives 8500 operatives, of which number 1700 were men, about 3300 were women, and 3400 were children between the ages of seven and fourteen.

The early mills were located in remote rural districts where water-power could be secured. Their isolation made it difficult to attract enough labor. To meet this latter difficulty, the family hiring system was instituted almost at the outset. Mill villages sprang up around water-power sites, with homes built by the mills and rented to the operatives. 'Help wanted' advertisements in the newspapers were directed, not to individuals, but to whole families. Some of the advertisements even specified the minimum allowable number of children for applicants. Wages were so small that as a rule no family could survive unless most of its members were working. Weekly wages for the period of 1810-30 were approximately \$5.25 for men, \$2.20 for women, and \$1.25 for children. A week constituted six days of from twelve to fourteen hours each, or a maximum of 84 working hours. Many of the mills used a scale of wages based on age and length of service; an employee was given a slight increase with each successive year, and there was a higher minimum or beginner's wage for workers over fourteen years of age. The service increases had a maximum limit, higher for men than for women.

Samuel Slater and the other employers did not trouble much about the education of the children in their employ. They confined themselves to hiring a man to teach school subjects on Sundays. The pressure for free public education came from a different quarter. One of the chief spokesmen of the new movement was Seth Luther, a crusader against all of the evils of the textile industry. He pleaded for education as a means of eradicating ignorance and depravity. In 1836, the Children's Friends Society of Rhode Island was formed to promote child education and welfare. In 1840, a law was passed requiring every child under the age of twelve to attend school for at least twelve months before starting to work.

The crusade for free public education did not begin to take definite shape until the organized labor movement had already a history of ten years' activity. The lead was taken by the women. Indeed, the strike of the 'female weavers' in Pawtucket in 1824 is not only one of the first instances of labor activity in Rhode Island — it is the first instance of women participating in activities of labor organizations in the United States. In December, 1825, a convention of workingmen was held in Providence, at which delegates from five New England States were present. In February, 1826, a General Association was organized; and shortly afterward a local unit, called the Providence Association of

Workingmen, was formed. This organization appears to have been either short-lived or inactive. Five years later, in December, 1831, the New England Association of Farmers, Mechanics, and Other Workingmen was formed in Providence, 'to use mature methods to concentrate the efforts of the laboring class, regulate hours of labor by one uniform standard, to promote the cause of education and general information, to reform abuses practiced upon them, and to maintain their rights as American Freeman.' Their objectives were a reduction of the working day to ten hours without a corresponding reduction in wages, extra payment for overtime, restriction of labor for women and children, abolition of monopolies, and abrogation of the law demanding imprisonment for debt. The Association lasted only three years, holding its final meeting at Northampton, Massachusetts, in 1834.

Two other unions, evidently independent of the New England Association, were already in existence — the Practical Masons, and the House Carpenters, forerunners of the masons' and carpenters' unions of the present day. Although 1834 marked the end of the New England Association, it also marked the beginning of local activity in favor of the National Trade Union, an organization which was working for shorter hours throughout the entire textile industry. Between 1834 and 1837, there were several strikes in Massachusetts and New Hampshire, but none of any importance were reported in Rhode Island.

During the period 1836-40, a new labor factor came into the scene — namely, the immigration of workers from Ireland and Canada. For the first thirty years of textile manufacture, the majority of laborers had been native Americans, but in 1832 Seth Luther began to inveigh against 'the unrighteous conduct of manufacturers who import foreign workmen to cut down wages of American citizens.' These immigrants formed the vanguard of a host that continued to increase during the 1840's and 1850's. Manufacturers preferred foreign laborers because the latter, being strangers, were more dependent than native operatives, and were more submissive to corporation control. Imported labor, furthermore, seldom possessed the vote, since few immigrants had \$134 worth of real property or paid the tax which would entitle them to suffrage and hence to a voice in the demand for favorable labor legislation. Reform movements in the field of labor were advancing more rapidly in other States than in Rhode Island.

In 1844, the New England Workingmen's Association was formed. It existed for two years and then became the Labor Reform League, which lasted until 1848. But there is little evidence that either of these

organizations was able to accomplish much. However, in 1846 the first National Industrial Congress was held, and for ten years this organization memorialized the Congress in Washington to promote national labor legislation in favor of shorter hours, compulsory education, and abolition of the contract system of importing immigrants.

After the first regional convention of workers, in 1825, labor organizations gradually expanded until they covered the industrial sections of the entire nation. The beginning, in 1834, of the National Trade Union, which more or less supplanted the activities of the New England Association of Farmers, Mechanics, and Other Workingmen, indicates this widening scope. The conventions and activities of the National Industrial Congress show further development in this direction. In 1866, the National Labor Union was organized, and in 1868 it voted to abolish the fifteen-hour day for women and children in Rhode Island, but the vote had no effect. The Knights of Labor, founded in 1869, had by 1885 no less than sixty-four local assemblies in the State and a number of active women's benefit organizations. The Knights were the immediate predecessors of the American Federation of Labor. The dispersion of the Knights by the Federation meant the defeat of the objectives which Utopian labor leaders, such as Uriah S. Stephens and Terence V. Powderly had sought.

During all this national labor activity, the textile industry in Rhode Island was going through a slow evolution. Steam-power was introduced, and labor-saving improvements in machinery were being constantly made. The mill villages of the early days had grown into towns, but without the company losing its influence on civic affairs. In localities where there had been mixed immigration (French-Canadian, Irish, English, Italian, Polish, Portuguese), there was little harmony or co-operation among the workers. In fact, while the national labor organizations were taking shape and becoming more active, those of Rhode Island remained small and inactive. In 1885, a ten-hour-day law for women and children was finally passed, but no means were provided for its enforcement. Massachusetts had already an enforcible ten-hour law, and had put strong restrictions on child labor. In the early 1870's, 'border trouble' arose between the two States, caused by Massachusetts mill families moving into Rhode Island in order to benefit from their children's labor. In 1899, the first factory inspectors were appointed in Rhode Island. These appointments were the State's provision for enforcing the ten-hour law.

In 1909, a State board was created for the purpose of informing the public about general industrial and labor conditions, and of making

proposals and suggestions for improvements. The head of this board was the Commissioner of Industrial Statistics, whose duties were ill-defined and whose appropriations were small, so that little came of his work. In 1923, the appropriations were increased, and the Bureau of Labor was formed, with a Deputy Commissioner to represent labor in disputes.

Meanwhile, in 1912, the first Workmen's Compensation Act was passed, covering all kinds of labor except casual, domestic, and agricultural, and including all industrial establishments except those hiring fewer than five people. No provision was made for occupational diseases. The compensation payments covered medical expenses, in case of sickness or injury, for not less than eight weeks, with the total payment limited to one hundred dollars. Hospital expenses were to be paid up to one hundred and fifty dollars, and fifty per cent of the average weekly wage during absence from work.⁴ For total disability, seven to sixteen dollars a week were to be paid for not more than five hundred weeks; and for partial disability, four to ten dollars a week for not more than three hundred weeks. In 1921, administration of this act was transferred from the Superior Court to the Commissioner of Labor. The legislature of 1935-36 changed the Workmen's Compensation Law to include thirty-one occupational diseases. The weekly maximum benefit payment was raised from sixteen to twenty dollars, the compensation period from five hundred to one thousand weeks, and the total amount from five thousand to ten thousand dollars. More adequate medical compensation is now provided for. The employee is given a voice in the agreement to pay him compensation, and payment for incapacity now begins on the fourth day instead of the eighth.

In 1922 took place one of the most bitterly fought strikes in New England textile history. The depression of 1921 and increasing Southern competition caused drastic reductions in wages, some of which amounted, over a period of two years, to as much as forty-two per cent. There was an energetic protest. On January 23, 1922, eleven mule spinners in Pawtucket went on strike; as others followed, the strike spread throughout New England. It lasted until the middle of September, when the majority of mills opened again. In Rhode Island, thirty-four mills, employing eighteen thousand workers, were involved. About half of the striking workers belonged to unions, of which the Amalgamated Textile Workers and the United Textile Workers were the strongest. The employers asserted that they could not pay higher wages and run the mills at a profit. Labor leaders agreed that the workers would return to their machines if the employers could prove this assertion, but the latter re-

fused to open their books to Federal and State mediators. A compromise on wages and hours was reached in September. In many cases, differences were settled locally, and in two of the largest Rhode Island mills company unions were set up. The effects of Southern competition brought local wage cuts, causing another protest strike in 1934, which began in August and lasted about three weeks.

Metal trades and jewelry rank next in importance after textiles in the State's industrial life, but neither of these trades has played any significant part in labor history.

The American Federation of Labor has for more than thirty years maintained an office, for the entire State, at Providence. Its list of affiliates includes more than thirty active locals, some of which, such as the Building Trades Council, Carpenters' District Council, and the United Textile Workers, have offices of their own. Exact membership and employment figures are not available. The Federation holds two conventions a year on the last Saturday and Sunday in April, and the first Saturday and Sunday in October. At the April convention, officers are elected for the coming year. An Executive Council, consisting of ten vice-presidents, meets on the first Saturday of each month; the principal function of this council is to work for legislation. No executive power is vested in the conventions.

Mediation, conciliation, discussion, and settlements of differences are undertaken by the Providence Central Federated Union, or 'Central Body,' which is made up of delegates from the local unions.

Of several independent unions in the State, the largest is the Independent Textile Union, founded at Woonsocket in March, 1932. This is an industrial union claiming, in its seven thousand members, ninety-five per cent of the working population of Woonsocket. The genesis of this union, and its relative success, indicate a trend in the textile industry toward the so-called 'vertical union.' Continued improvements in machinery, with the consequent leveling-off of skill, point to a virtual disappearance of the craft union.

The years 1935 and 1936 marked a great improvement in labor legislation in Rhode Island. In May, 1935, a Department of Labor was formed, with a new and increased personnel. The Department is headed by the Director of Labor, supplanting the former Commissioner; and it comprises the three divisions of Labor Relationships, Industrial Inspection, and Unemployment Compensation. The last-named division operates seven Public Employment Offices throughout the State. In 1935, forty-four amendments to the General Laws, relating directly or

indirectly to labor, were enacted. A Division of Women and Children has been established as a separate unit, to insure better surveillance of conditions among women and minors. The Child Labor amendment raised the minimum age for industrial labor from fifteen to sixteen. The law regulating industrial home work is aimed to abolish the sweatshop and improve home conditions, thus indirectly aiding public health. The Department of Public Health is co-ordinated with the Department of Labor in its new Division of Industrial Hygiene. The Prevailing Wage Law requires the Department of Labor to make findings of prevailing wage rates in the construction industry, and to enforce prevailing wages to be paid by the State, city, or private contractors. The Anti-Injunction Law aims to prevent the hasty and unwarranted issuance of injunctions in labor disputes.

In addition to revising its labor laws, Rhode Island has entered into a compact with Maine, Massachusetts, New Hampshire, Connecticut, New York, and Pennsylvania, for the purpose of 'establishing uniform standards for conditions of employment, particularly with regard to the minimum wage.'

TRANSPORTATION

RHODE ISLAND, within its small land area of 1084 square miles, has 193 miles of railroads and 1133 miles of highways. Its water area of 413 square miles, of which Narragansett Bay is a large portion, has made Rhode Island a shipping center. The total annual bulk of goods transported by ship to and from its ports averages 5,500,000 tons, most of which is handled in Providence, and a small but growing part in Pawtucket. There are more than twenty local and interstate bus lines in operation, carrying both passengers and freight. There are eight airports.

Colonial Rhode Island attached an almost Venetian importance to its waterways. The many small rivers between the Pawcatuck and Narragansett Bay, together with the bay itself, offered unlimited opportunities for water transport, and at the same time presented obstacles to transport by land. Since the early settlements were nearly all within a few miles of the seacoast or the bay shores, travel by boat was logical and expedient.

Ferries were the earliest public utility to demand the attention of Colonial authorities. They were needed not only for passage across the rivers, but also for more or less regular transportation service between the islands in Narragansett Bay and the mainland. Very soon after the founding of Providence, a ferry service was established for crossing the Moshassuck River in the downtown vicinity now known as Market Square. The river still flows here, though its noisome and sluggish waters are largely hidden by an expansive viaduct. Another early ferry was established in Providence near the present Point Street Bridge, and several miles farther north one crossed the Blackstone River near the site of the present Lonsdale.

To connect Providence with what is now East Providence, ferries operated on the Seekonk River at the approximate locations of the Red Bridge and the Washington Bridge. From East Providence the old Wampanoag Indian Trail led to Boston, and the Montaup Trail to Newport, necessitating ferries over the Barrington and Warren Rivers, and also at Bristol, over an arm of the bay which is now spanned by the Mount Hope Bridge (the latter did not replace ferry service until October, 1929). In the eastern part of the Colony, about 1640, a ferry was

opened between Tiverton and Portsmouth, where the Stone Bridge now stands.

Colonial and later ferries were numerous. There were ferries to Prudence Island from Portsmouth and Warwick, to Jamestown from Newport and Saunderstown, and to Watch Hill from Stonington, Connecticut. The ferryboats were of all sizes and descriptions — long rowboats, flat scows, sailing vessels, and, in the nineteenth century, boats powered with steam. Control of ferries passed from the State to Federal control after the *Gibbons vs. Ogden* case in 1824.

The development of a ferry system was paralleled by the construction of bridges, beginning with small, frail spans over the narrow streams. The first bridge in Providence spanned the Moshassuck at the present Market Square. Another early bridge was thrown across the Pawtuxet River at the Cranston-Warwick boundary line. To build a bridge over the Blackstone River, where it widens and becomes the Seekonk, Rhode Island sought the co-operation of Massachusetts, and for one across the Pawcatuck, the assistance of Connecticut, obtained after long disputes over boundaries. When spring freshets carried away the early structures they were rebuilt with the aid of lotteries.

Rhode Island did not build roads as a colony; committees or commissions of the Legislature merely supervised their location and construction. In later times the State authorized lotteries to assist in raising money for this purpose, but the actual road-building had to be assumed by the towns. The policy of 'every town for its own roads' applied generally to Massachusetts and Connecticut, as well as Rhode Island. The towns chose surveyors, who called out men to work. When, in 1798, the State authorized the towns to levy taxes for road-building purposes, many men paid their assessments with labor.

Communication along the seacoast and in the bay was at first carried on with any available boat, but by the eighteenth century a packet service was inaugurated. Packets were vessels averaging seventy-five to one hundred tons burden, and were usually sloop-rigged. Providence Williams, son of Roger, owned a packet in 1675. The packet 'Hannah' achieved undying fame in history books by luring the man-of-war 'Gaspee' onto a sandspit near Warwick in 1772. These boats carried both freight and passengers, they ventured far beyond State boundaries, and by the latter part of the century they attempted to run on fairly regular schedules. The trip to New York, however, varied between eighteen hours and a week, depending on wind and weather (the shorter passage was devoutly hoped for by the shipmaster, since the passengers'

board came out of his pocket). Narragansett Bay was literally criss-crossed with packet and ferry lines.

Rhode Island was the scene of a steamboat trip considerably antedating that of Fulton's 'Clermont.' In 1796, Elijah Ormsbee installed a steam engine in a ship's longboat, fed it from a boiler which was taken from a large copper still, and made a successful trial propulsion against wind and tide. He lacked, however, the funds and political connections necessary to establish the new method of navigation. A Fulton-built boat, the 'Firefly,' was brought to the State, in 1817, to make the run between Providence and Newport; she remained in service but a short time.

The first regular steamboat service was founded in 1822, when two vessels controlled by the Livingston-Fulton monopoly of New York State began service between New York City and Providence, with a stop at Newport. Other steamboats appeared in local waters shortly thereafter: the 'Washington' (1825), the 'Benjamin Franklin' (1828), and the 'President' (1829). These boats were wood-burners, and the fifteen or twenty hours' run to or from New York required a quantity of fuel that almost covered their decks. Masts and sails were retained to assist the engines when the wind was favorable. Rival companies of the New York concern began to send boats into the State about 1830. The famous 'Lexington' made its first trip to Providence in 1835, the year that rail traffic began between the latter city and Boston. This vessel was burned off Huntington, Long Island, in 1840, with a loss of all but four of more than a hundred passengers and crew.

The early railroads served as feeders for the steamboat lines. When, for instance, rail service was established from Boston through Providence to Stonington, Connecticut, in 1837, travelers from the Massachusetts capital going to New York used the rail line to Stonington and went on from there by boat.

Providence did not become an important port until after the mid-nineteenth century, when a satisfactory channel was completed in the upper bay. Prior to that time, beginning with the late seventeenth century, Newport held its prestige as the State's chief port. Bristol and Warren were also important, principally as home ports for whaling vessels. Bristol enjoyed twenty years of this commerce, between 1827 and 1847, whereas Warren carried it on for a hundred years (1760-1861), although its activities were suspended during the privateering period before and during the Revolution.

A survey looking toward the improvement of Providence Harbor was made in 1853 under Lieutenant William A. Rosecrans (later a Union

general), but the channel to the city docks was not secured until 1873; its depth was twelve feet. In the meantime, in 1847, steamboat service began between Fall River and New York, a development which threatened to overshadow the importance of the Rhode Island city as a port. The Fall River Line has maintained its importance as a 'Sound Route' line to New York more consistently than have the Providence routes, such as the Commercial Line (1851), the Neptune Line (1863), and the Merchants' Steamship Company (1865). In 1893, the all-embracing New York, New Haven and Hartford Railroad obtained control of the Providence and Fall River Lines. Service was suspended in 1918 owing to the World War, was reopened later, but was finally discontinued from Providence in May, 1937. The Colonial Line began operations in 1910.

Rhode Island, like the other Atlantic States, had its 'Turnpike Era.' A turnpike (whether its surface was hard enough to turn the point of a pike or not) was a roadway controlled by a corporation which could legally charge tolls for profits and upkeep. The first local turnpike charters were granted just before 1800, and the last in 1842. A majority of the toll roads were located in the northern part of the State, such as the Providence-to-Boston Pike, the Providence-to-Norwich Pike, and the Providence-to-Connecticut Pike through Foster. One of the longest pikes was that from Providence to Westerly. About the middle of the nineteenth century the Legislature authorized the towns to purchase toll bridges and turnpikes, so that there were few of either left in private hands by 1870.

Another phase of transportation development, and one which passed very quickly, was canal-building. The second quarter of the nineteenth century witnessed a canal construction fever throughout the eastern United States. Rhode Island's share in this activity was the Blackstone Canal, from Providence to Worcester, which was completed in 1828. Freight was transported through the canal on flat-bottomed boats drawn by horses or mules, and there was a special craft for passengers, the 'Lady Carrington,' which made the trip in one direction each day. Financially, the canal was a failure, and it was abandoned after 1844, when the Providence-Worcester Railroad was chartered.

The first steam train on rails connected Providence with Boston in June, 1835; all of this railroad was in Massachusetts except the short distance from East Providence across the Seekonk River, near the present Washington Bridge, to India Point. The latter remained the city's railroad terminus for some time. Travelers were accommodated at the Tockwotton House, the grounds of which, somewhat altered with the

passing years, now form Tockwotton Park. A short rail line from Providence to Stonington, Connecticut, was opened in 1837. The Providence end of this railroad was on the opposite side of the Providence River from the Boston line, but through passengers were given ferry service. The Providence-Worcester Railroad began operations in 1847, with a southern terminus near the present Exchange Place. A year later all three railroads agreed on the latter site for a Union Station. The present Union Station was constructed in 1898, after the old Providence Cove had been filled in. The State regulated all railroad lines by local legislation from 1851 until 1887, when the Interstate Commerce Commission assumed jurisdiction over the interstate lines.

A fourth line, the Providence, Warren and Bristol Railroad, which served these three communities and had a branch also to Fall River, was begun, after a great deal of agitation and struggle, in 1853. In the 1840's an omnibus line, with horse-drawn vehicles, was in operation between Warren and Bristol. The citizens of Warren became indignant over a report that a railroad tunnel would be constructed beneath their main street, rendering it impassable during the work. In 1849, they began agitation for omnibus service, hoping thereby to save their street and bring the railroad to terms.

A compromise was reached about the railroad's right of way, sparing the destruction of the main street; work was started, and the first locomotive chugged its way over the rails on the Fourth of July, 1855. The tunnel in Providence, running from a point between Meeting and Angell Streets, just west of Benefit Street, to the approximate end of East George Street, near the Seekonk River, was built in 1904, so that the line could come into the Union Station on its own tracks. Before that time, the trains had come into the India Point terminal and were then transferred to the Union Railway Company's tracks. Also in 1904, legislation was enacted to permit the New York, New Haven and Hartford to consolidate all other railroads in the State, and since that time the Providence, Warren and Bristol has been known as the Consolidated. The railroad electrified its service in 1900, operating trolley trains. The branch from Warren to Fall River was replaced by motor-coach service in 1932; and in 1933, wire-fed electric trains were replaced with Diesel-electric cars.

Street railways were first utilized in the metropolitan area — Providence, Pawtucket, and Central Falls — in 1864, with cars drawn by horses. The first electric line was opened in Woonsocket twenty-four years later, and in Providence in 1892. At the turn of the century, there

were some 214 miles of electric railways in the State. About twenty years later this type of transportation, suffering from increasing automobile competition, began to decline rapidly. In 1922 the General Assembly put 'jitneys' out of service by stringent legislation, but this did not end the competition from private automobiles. The present United Electric Railways Company, which operates the remaining lines in the metropolitan area, was organized in 1919. The tunnel under College Hill, connecting the business center with the more elevated East Side, was undertaken in 1914.

During the development of the railroads, shipping was not neglected. Minor improvements were made from time to time in Providence Harbor. In 1867 the first steps were taken toward making the neighboring city of Pawtucket a seaport. The city received an appropriation from the Metropolitan Terminal Development Commission for the improvement of its Seekonk River channel. Ten years were required to dig a channel 75 feet wide by 7 feet deep. Another appropriation in 1883 allowed expansion of the channel to the width of 100 feet and a depth of 12 feet. In 1899 the channel was extended to Division Street Bridge, only a few hundred yards from the center of the city. Pawtucket's shipping now averages nearly 400,000 tons annually, making it second to Providence, whose annual average is about 5,000,000 tons. Newport, for many years the chief port of the State, now averages about 125,000 tons, and Warren and Bristol, receiving only goods for local industries, handle much less. The principal goods received at the ports of Providence and Pawtucket, in order of their importance, are oil, coal, lumber, cotton, and wool.

Rhode Islanders gained their first glimpse of practical aeronautics in 1856, when James K. Allen and his son, Ezra, made a balloon ascension. The elder Allen made a special ascension for exhibition purposes as late as 1906, on the Fourth of July, during the course of which performance he disappeared into storm-clouds for some time and was given up as lost by the watchers below. A modern passenger air line began to operate between Newport and New York in 1923. The State airport at Hillsgrove was authorized in 1930; but because of obstacles encountered in the construction, regular interstate service was not begun there until 1936.

Since Rhode Island is the smallest State in the Union, it is interesting to compare a few of its highway figures with those of Texas, the largest State. Texas has a total of 188,539 miles of roads of all descriptions, 19,737 miles of which are highways; Rhode Island's roads of all descriptions cover 2739 miles, 1133 miles of which are highways. In the two States there is an extreme difference in the density of population to the

square mile — Texas having the smallest in the Union, 22.2; Rhode Island the largest, 644.3. These figures throw an interesting light on the maximum use of highways. While Texas has less than one-tenth of a mile of highway per square mile of area, Rhode Island has more than a mile. On an area basis, therefore, Rhode Island's highway mileage is more than ten times that of Texas, but Rhode Island's density of population is nearly thirty times that of Texas, so that this State has to make a much more intensive use of its highway system.

A G R I C U L T U R E

THE history of agriculture in Rhode Island began in 1635, when William Blackstone settled in what is now Cumberland, then considered a part of Massachusetts, and planted a little garden and some sweeting apple trees. More extensive cultivation of the soil began at Providence in 1636. Confronted with dense timberland at the outset, and provided with but few and crude tools, the early settlers were taxed to the fullest of their ingenuity to make farming even self-supporting. Soon after 1636, the colonists introduced European fruits, grain, and domestic livestock, and began the cultivation of corn, pumpkins, squashes, and beans. Food prices were high at first, but declined from 1676 on; and soon the hardy inhabitants were able to produce, not only for their own use but also for export, potatoes, corn, beans, tobacco, beef, pork, mutton, butter, cheese, hides, and wool.

In Colonial times the Narragansett country from Warwick southward was divided into great estates upon which resided a landed aristocracy. These estates were subdivided into farms of about three hundred acres each, which were worked by Negro slaves and some Indians. The Indians, hunters by occupation, proved decidedly averse to drudgery on the soil. On the whole, their labor fell short of paying their keep. Corn, cheese, and wool were the staple articles produced, and when the farms were rented from the owners the rentals were generally paid in kind. Narragansett or Old South County cheese became famous not only in America but in England.

The first Rowland Robinson of Narragansett is credited with the achievement of making trade in horses profitable in this locality. He bred horses of Arabian origin with native stock, and the crossbreed became known as the 'Narragansett Pacer.' Very fleet, and with a fine even gait, horses of this breed became popular as saddle mounts, and were capable of carrying a good-sized load in addition to the rider. South County farmers raised these horses in goodly numbers, and prospered. So many were sold annually in the West Indies and Virginia that at last not a horse of the breed was left in Narragansett.

The land in the north and west portions of the State was not so well adapted to agriculture as that in the southern part. Thus the best soil

was near the points of export, and farmers in those localities could readily market their surplus crops by water shipment. The terrain was favorable for sheep-raising, and flocks increased so rapidly that a wool surplus was available for export to England. Shipping to the West Indies became attractive because of the double profit realized on each voyage; lumber, horses, pork, butter, and cheese from Rhode Island were exchanged for sugar and molasses in foreign ports, particularly in the West Indies. Molasses served as raw material in the manufacture of a still more valuable, more widely exchangeable, and less bulky product — New England rum.

The growth of mill towns in the nineteenth century offered local farmers an increased market for their produce, so that farming reaped large returns — until the rise of large-scale Western agriculture, and the construction of railroads which could carry Western products to the Atlantic seaboard, caused the Eastern industrial cities to become less dependent on locally grown, and rather more expensive, staple food supplies.

Present-day farming, therefore, centers on commodities which may be profitably produced on a small scale and marketed a short distance from the source of supply, such as dairy products, fresh fruits and vegetables, eggs, and poultry. In general, the soil of the State is better adapted to forestry than farming, since a good deal of the land is quite rocky; but the eleven soil types present are so widely scattered that diversified agriculture can be conducted with reasonable profit.

Before Rhode Island entered upon its present specialization in dairy and truck-garden products, it became noted for three distinctive things: white corn meal, greening apples, and Rhode Island Red chickens. The corn meal is made from white hard 'flint' corn, ground slowly (to avoid frictional heat) between old-fashioned millstones turned by water-power. From the resulting meal the famous Rhode Island johnnycake is made. According to tradition, our greening apples derive originally from a tree brought from the Far East by Metcalf Bowler, an eighteenth-century merchant. This apple is appropriately named for its brilliant green skin; it is particularly well suited for cooking purposes, especially for pie-making. Rhode Island Red hens were developed in Little Compton (*see Tour 6A*). Captain William Tripp of that town and John Macomber of Westport, Massachusetts, began poultry experiments in 1854, crossing Malay and Java cocks with Cochin China hens, and then crossing the resulting breed with Light Brahmas, Plymouth Rocks, and Brown Leghorns, the final product being a breed with both a high egg yield and sound flesh for the table. The name is generally credited to Isaac C.

Wilbur of Little Compton; and the Red was recognized as a legitimate breed at the Providence poultry show in 1895. There is also a Rhode Island White.

While the State was advancing rapidly along industrial lines in the nineteenth century, it also made considerable progress in the science of agriculture. Iron plows, scythes, and hoes, which used to be imported from Europe, were being made in America, and Rhode Islanders experimented with new tools for the care of their fields. In 1850, local farmers became acquainted with a subsoil plow which would loosen the earth from twelve to fifteen inches below the furrow. At the same time, a committee of a society for the promotion of domestic arts commented favorably on Hovey's patent hay-cutter. Hoes came to be made of one solid piece of steel, thus dispensing with riveting and welding.

Between 1828 and 1857, a large number of patents were issued to Rhode Islanders for new farm tools, including a longitudinal corn-sheller (1828), grain drills (1848-49), a grass-harvester (1853), a hay-making machine (1855), and a corn-husker (1857).

President Wayland of Brown University told in 1851 of a farm in the vicinity of Providence which in the years 1773-76 averaged 237 bushels of corn, 164 bushels of potatoes, and 27 tons of hay per year. With improved methods of cultivation, this same farm in the years 1847-50 averaged 787 bushels of corn, 687 bushels of potatoes, and 225 tons of hay. Some of this improvement in crop yield was due to the more intelligent use of local manure, such as stable dung and fish, and some was due to the introduction of imported fertilizers such as Peruvian guano and phosphates.

The land surface of modern Rhode Island comprises some 693,760 acres, of which about 44 per cent is used for general farming purposes, about 37 per cent is occupied by forests and sprout or scrub growth, 12 per cent is taken up by thickly populated cities, and the remaining 7 per cent is accounted for by summer resorts, golf courses, and so forth.

Of the 307,700 acres devoted to general farming, more than 38 per cent is used for dairy farms, the most extensive areas so employed being in Little Compton, Portsmouth, the Smithfields, Johnston, Foster, and Warwick. Dairying is the most important farm enterprise, both in point of the number of persons engaged and with the respect to profit, as may be observed from the following figures: livestock on farms January 1, 1935, 21,000 milch cows and 3000 heifers; milk produced in 1934, 127 million pounds; average butterfat test, 3.85 per cent; milk per cow, 6050 pounds. The herds are of Ayrshire, Guernsey, Holstein, and Jersey stock

and range in size from a few head to more than a hundred. The milk output finds a ready market within the State. The intelligent use of barn manure supplemented with lime and acid phosphate enables dairy-men to grow alfalfa (5000 tons in 1935) and clover, as well as 'tame' hay (51,000 tons in 1935); these crops, combined with ensilage, greatly reduce the necessity for purchased feeds. Aside from cattle, livestock on farms at the beginning of 1935 consisted of 3290 horses, 5965 swine, and 2276 sheep and lambs.

About 16 per cent of Rhode Island's land surface is devoted to 'pretensive farming' — that is, to farm operations carried on by State institutions and by the owners of country estates who do not work their acres primarily for profit. Rhode Island State College at Kingston, which may be cited as a notable institution engaged in pretensive farming, uses for purposes of instruction and experimentation 6 acres as an arboretum, 35 acres for field investigation, and about 288 acres for garden and orchard crops and for livestock fodder.

Poultry farms occupy about 10 per cent of the State's rural area. The poultry industry is in a flourishing condition; it is estimated that 328,000 chickens were grown in 1935, and that the egg production of that year was more than 3,000,000 dozen. Turkey growing, which seemed to be declining a few years ago, is reviving rapidly.

Fruit farms take up about 3 per cent of the rural area. Apples thrive on the heavy soil found in much of northern Rhode Island (189,000 bushels of commercial apples were marketed in 1935); peaches are grown on the lighter soils near Narragansett Bay (5000 bushels were produced in 1935), and pears likewise (7000 bushels were produced the same year). Considerable quantities of small fruits, such as strawberries, raspberries, and grapes (190 tons of the latter in 1935), are also raised in the State.

The production of fresh vegetables is a highly specialized industry on the light soils of Providence, Kent, and Newport Counties. The growing season in the last-named division is slightly longer than in other parts of the State, so that crops can be marketed late into the fall. The State's other leading crops for the year 1935 were: 697,481 bushels of potatoes (as compared with 450,000 bushels in 1926); 72,838 bushels of corn, and 8704 bushels of oats.

Nurseries are scattered about the State, the most important being on the Island of Rhode Island, especially in Middletown and Portsmouth, where shrubs and ornamental trees are very profitably grown (*see Tour 5*). Flowers are raised either in the field or under glass, the principal varieties for cut use being carnations, roses, chrysanthemums, and snapdragons.

The State's total farm acreage has declined somewhat in recent years (554,000 acres in 1850, 443,309 acres in 1910, 309,013 acres in 1925, 307,725 acres in 1935); and there has been a corresponding shrinkage in the size of individual farms (the average was about 103 acres in 1850, about 79 acres in 1910, and about 71 acres in 1935). The total value of farm crops in 1926 was estimated at \$4,700,000, and in 1934 at \$7,486,000. The number of individual farms declined and then increased somewhat during the past quarter century; there were 5292 in 1910, 3911 in 1925, and 4327 in 1935. Farms of less than ten acres each were the only ones to increase in number in recent years. The average value per acre of farm land in 1935 was \$114.51, and the average value per farm was \$8114. The amount of crop land actually harvested in 1935 was 66,464 acres; there were 103,536 acres of improved land, 148,514 acres of wood land, and 32,658 acres of untillable open pasture.

Modern farm activities in Rhode Island are assisted by a number of official and voluntary organizations, some of which have been in existence a long time. The Rhode Island Horticultural Society, for example, was founded in 1884, and the Rhode Island Poultry Association in 1886. The present State Department of Agriculture and Conservation includes the divisions of animal industry and milk control; entomology and plant industry; forests, parks, and parkways; fish and game; and the bureau of markets. Local farm bureaus were authorized by a legislative act of 1915, for the purpose of developing better rural life through the distribution of information on agriculture and home economics. The bureaus are an integral part of the State extension service, which is supported by Federal funds.

For farm bureau work, the State is divided into three districts — eastern, northern, and southern, each with a central office and a force of three agents who conduct demonstrations for adult farmers, advise the women on home economics, and work with boys and girls in the 4-H clubs and other organizations studying gardening, sewing, canning, cooking, and health problems. General headquarters for the bureau system are at the State College in Kingston. In addition to the State organizations listed above, there are at least 26 other societies or associations directly connected with farm work.¹ The Rhode Island State Grange has a membership of about seven thousand.

¹ See the *Almanac* published annually by the Providence Journal Company.

FOREIGN GROUPS

IT IS popularly said that three-quarters of Rhode Island's population is 'foreign-born.' The official census figures show, however, that this statement is based on a confusion of terms. According to the 1930 Census, Rhode Island in that year had a total population of 687,497, of which number 466,053 persons were counted as being of 'foreign white stock' — that is to say, belonging to either one of two categories: (a) those born abroad of foreign white parents; (b) those born in the United States of foreign-born white parents. Those born abroad of foreign white parents — the foreign-born in the strict sense of the term — numbered only 170,714, or about 25 per cent of the total population; while the native whites of foreign or mixed parentage numbered 295,339. The native whites of American-born parentage totaled 210,963. The population of other than white races totaled about 11,000, of whom nearly 10,000 were Negroes.

The State Census of 1936 shows a somewhat smaller total population, and a smaller proportion of foreign-born inhabitants. The total population in 1936 was 680,712; and the number of foreign-born whites was 144,952, of whom 97,038 have been naturalized. The five largest foreign stocks in the State are the Italian, French-Canadian, English, Irish, and Polish. Exact figures on the thirty or more foreign-born elements represented may be obtained from the census reports, but it is more important to gain a general idea of the part which the major groups play in the everyday life of the community.

The Italians make up about 19 per cent of the total foreign-born group. Though some Italians came to Rhode Island in the latter half of the nineteenth century, the 'big immigration' took place between 1900 and 1915. The great majority of these newcomers were of the peasant class. On their arrival they were perplexed by radical differences in language, customs, and environment. Added to these difficulties was the pressing necessity of earning a livelihood. At first the majority worked as unskilled laborers, while some became street vendors and small shopkeepers. In more recent years the migration to this country has included a larger number of professional men and others who were able to establish themselves economically immediately upon arrival. The Italians have

come largely from the provinces of Frosinone, Naples, Campobasso, and Palermo; only a few are natives of northern Italy.

The Italians tend to settle solidly in particular sections of a new country or city, forming 'colonies.' Several such Italian districts are located in Providence and its vicinity — on Federal Hill, around Charles Street and Hartford Avenue, and in Thornton and Manton. The Italians now living in Providence, 53,000 in number, would form a good-sized city. There are also large Italian groups in East Providence, Barrington, Bristol, Pontiac, and Westerly.

Though most of these people are still classed as unskilled workers, an increase in the number engaged in skilled occupations is evident. The trades practiced by most Italians are barbering, tailoring, shopkeeping (especially in food and produce), shoe-repairing, music, and bricklaying. Providence has several jewelry factories, a large artificial-flower shop, two lumber companies, macaroni factories, and many soda-water and ice-cream plants, all established by Italians. The skilled or learned professions in which they are found include medicine, law, and dentistry.

Many Italian sections of Rhode Island cities maintain an Old World atmosphere. In the Federal Hill section of Providence the shopkeepers fill their windows with piles of hard cheeses, fresh and dried sausages, bottles of olive oil, and small casks of almonds, dried cherries (used in making wine), and chestnuts, pistachios, and other nuts.

The Italians have founded many societies for mutual help — that is, for providing medical assistance and death benefits. The largest Italian organization, though it is not of the mutual aid type, is the Sons of Italy. This order, which is now established in half the States of the Union, was founded in New York in 1905; the Providence Lodge, No. 263, was organized in September, 1914. There are now some thirty-four other lodges in the State, including women's and junior organizations. The general purposes of the society are to promote a community sense, and to encourage attendance at school. There are about four thousand members in the State; foreign-born Italians must become naturalized to be eligible for membership. Perhaps three thousand Italians belong to the forty or more other societies and clubs.

The early Italian organizations were provincial, limited to *paesani* or fellow townsmen, so that the societies of a generation ago reflected the older historic disunity of Italy. The home country's call to arms against Austria in 1915 fostered in America the urge to a more comprehensive brotherhood, hence the immediate and tremendous growth in Rhode Island, as elsewhere, of the Sons of Italy.

The younger Italians have organized clubs for social or athletic purposes. Thus we have the Italo-American Club (first formed in 1896, but reorganized in 1924) in Providence; its headquarters at 256 Broadway are sumptuously furnished, and provided with a restaurant and rooms for cards and billiards.

A particularly colorful custom which the Italians have brought to Rhode Island is the celebration of feast days, such as those of the Blessed Virgin and of the patron saints of various provinces and towns in Italy. The celebrations are partly religious and partly secular. There is usually a High Mass, followed by a procession, then dinner, and afternoon music.

A typical Italian feast is that in honor of Santa Maria di Prata, which originated in the Italian town of Prata Sannita, in the province of Caserta. The festival begins with a High Mass at Saint Rocco's Church in Thornton, after which the priest delivers a sermon on the life of the saint, whose statue is believed by the devout to have saved many people from harm in a storm at Caserta in 1688. Following this is a parade. Young girls, dressed as angels, march from the church to the rear of the Thornton School, where a girl-angel is swung from the top of the school to place a crown on the head of the portable statue of the patron saint. Bombs are set off as the coronation takes place. After the coronation, the parade continues through the streets of Thornton, and flowers are dropped on the moving statue from an airplane. The customary evening attractions are band concerts and a display of fireworks, but the latter has recently been eliminated in conformance with city ordinances against fireworks.

Two New York daily papers in Italian have a circulation of some twenty-five hundred copies in Rhode Island; and a local Italian paper, the *Echo*, formerly a daily, but now a weekly, is published in Providence. A large percentage of the Italians own their own homes, and their savings in local banks are estimated to be twenty million dollars.

The French-Canadians, who make up nearly nineteen per cent of the State's foreign-born population, are somewhat more prone than other groups to resist assimilation or Americanization. Three factors seem to account for this situation: an active retention of the native language, settlement in compact communities and conscious maintenance of native cultural traditions, and the dominance of Canadian-trained priests in the churches and Canadian-trained sisters in the schools.

The great exodus from Canada, though some immigrants had arrived much earlier, came during and after the Civil War, or between 1860 and 1895. Industrial opportunities were the deciding factor. New mills

offered desirable employment to workers as skilled and industrious as the French-Canadians. Some American capitalists sent agents to Canada to stimulate the migration to this country, and for a time these agents were able to make it appear that Canada offered its people little chance of advancement, whereas the United States held out great promise of freedom and adventure. Once here, the immigrants established a sort of new Canada, particularly in Woonsocket. French-Canadian characteristics began to manifest themselves and to bring forth remarkable results. The skill, reliability, and energy of the newcomers, and their willingness at first to work for low wages, fitted in perfectly with the aims of those who were promoting industrial expansion. Added to these qualities was often found a natural inventiveness, exemplified in the career of Aram J. Pothier, which aided factory improvements and became an essential element in the growth of local business.

The casual visitor motoring through Woonsocket will perhaps note little to distinguish the city from the ordinary New England mill town. He will find the standard Main Street with its 'five and ten' stores; he will see dingy tenement houses and unprepossessing factory buildings. Yet behind these humdrum externals pulsates the spirit of the Franco-American. This element is not obvious upon cursory examination; one must linger and poke about before the full extent of French-Canadian predominance becomes evident. French-Canadians of culture repudiate the suggestion that 'Woonsocket French' is a local patois; but such it is — an indiscriminate mixture of French and English. At baseball games it is not unusual to hear 'Attende un base on balls, Joe,' and 'Frappe un home-run,' or, at football, 'C'était un bon tackle.' French-Canadian parents teach their young children French, on the theory that what they learn in childhood will not soon be forgotten and that they will quickly pick up English in school. The result is a lingual ambidexterity; whenever the proper English word does not come to mind, the best French equivalent is used, and *vice versa*.

Woonsocket has its French-Canadian counterpart of Paul Bunyan in a traditional Hercules named Joe Montferrat, who could lift his plow from the furrow to point the location of an inn, and who, while trying to turn a handspring, struck his heels against the heavy oak beams of a taproom ceiling, leaving an imprint visible for more than a century.

More than half the French-Canadian children in Woonsocket attend parochial schools. The little girls are dressed in uniforms, and almost any day in schooltime one may see young students marching along the sidewalk in orderly columns-of-two, marshaled by two or three nuns.

It may be thought that French-Canadian allegiance is directed to Canada, but this is not so. A festive party may sing 'O Canada' with great gusto, yet France is the object of their especial affection. It is the tricolor of France, not the Canadian flag, which is hung out on appropriate occasions, and the term 'la belle Patrie' refers not to the northland of their immediate derivation but to the European homeland, a country the majority of these Americans have never seen.

Following their early success in industrial occupations, the French-Canadians began to drift away from purely wage-earning work. Lawyers and other professional men became numerous, social life expanded, and many clubs were founded. Politics claimed French-Canadian interest; and as a group, the former immigrants and their descendants became a powerful force in local partisan maneuverings. Two French-Canadians became Governors of the State — Aram J. Pothier (1909-15, 1925-28), and Emery J. San Souci (1921-23); and two became Lieutenant-Governors — Adelard Archambault (1903-04), and Felix A. Toupin (1923-25). Others bought mills of their own, or established banks.

The French-Canadians, although they still retain a moderate clan-nishness, have co-operated in Rhode Island's development. Intermarriage between different national groups of comparable social standing is fairly common; and since new immigration has virtually ceased, it is reasonable to suppose that the present French-Canadian population will gradually lose itself in a homogeneous American pattern.

In considering the people designated as English, convenience demands that, instead of including only persons from England, the term should embrace the English-speaking group, from England, Ireland, and Canada (other than French). This composite group in 1930 made up thirty-five per cent of the foreign-born white stock of Rhode Island, being thus nearly as large as the combined Italian and French-Canadian groups. The English-speaking group has been rapidly assimilated into the community, so that a short time after arrival there is little to distinguish its members from the older native stock.

In the middle of the nineteenth century, the English made up ninety-seven per cent of the foreign-born population of Rhode Island, two-thirds of the number being recent Irish immigrants. English-speaking immigrants, the Irish predominating, comprised a considerable proportion of the early industrial laboring class, whereas the Italians and French-Canadians are now more numerous in industry. The English immigrants, who settled originally around the mills in Pawtucket, Central Falls, and Esmond, brought with them their particular sports: English football

(Rugby) flourished until recently, cricket is occasionally played, and bowling on the green is still enjoyed in the northwest section of Providence and in Pawtucket. Social clubs and several societies, Scotch or Irish, hold meetings at least once a year at which their national sports are featured. The Highland Fling is not uncommon in these parts, and the British Empire Club is famous for its excellent speakers at dinners held several times a year. The Irish, as noted, were at first unskilled or mill workers; but later they gravitated to the law and politics. There are about eight hundred Welsh in the State.

The Poles make up about five per cent of the foreign group. The majority of Polish immigrants have been of peasant stock. The influx began about fifty years ago, with the largest numbers coming between 1895 and 1905. Olneyville, Randall Square, and North Main Street are Polish centers in Providence; large Polish colonies are found also in Central Falls, Pawtucket, Warren, Woonsocket, and in the towns of the Pawtuxet Valley.

The textile and other mills seem to have attracted most of these people. Their boys formerly went to work in the mills as soon as they could legally leave school, but the depression has inclined them, with a large group of all nationalities including the native stock, to remain longer in the classroom. It has been remarked that the first generation of Poles in this country tends to keep much by itself, but that the second generation rapidly absorbs the surrounding civilization. The Poles have brought from their home country a strenuous regard for several sports, particularly soccer and boxing, and, as one may readily see by scanning the names on college squads in the fall, they take to American football. The most active Polish-American Society in the State is probably that in Central Falls. All Poles are justly proud of the fact that two of their race, Kosciuszko and Pulaski, played a prominent part in the American Revolution.

The wafer (*oplatki*) custom prevails widely among the Poles. Shortly before Christmas the organists of parish churches distribute wafers resembling those used at Holy Mass. At the distribution the parishioners make small offerings for the organists and altar boys. The wafers are then sent to relatives and friends in Europe, while the Poles here receive during the same season the wafers sent from the home country. On Christmas Eve, when the families gather, they partake first of the wafers, in token of continued love, friendship, and good will to all men.

The Portuguese have come to Rhode Island not only from the mainland of Europe, but also from the island groups of the Azores, Madeira,

and Cape Verde. From the last-named have come also people with a considerable admixture of African blood. From Brava, one of the small islands in this group, such part-Negro immigrants used to come to New England in the spring to work through the summer, and then return home. Other transients, some of whom remained in this country, came from other of the islands, but were called Bravas; so that the term has incorrectly been applied to Portuguese from the Azores or even from the mainland.

Portuguese immigrants prior to 1917 were largely unskilled and uneducated. Those arriving since have been skilled and educated, and are industrious home-makers. A large number have come from the Azores, but all Portuguese territories are represented — including Brazil, which was once a Portuguese colony and for a time was the seat of the Portuguese Empire. In Rhode Island there are Portuguese groups in the Fox Point district of Providence, in East Providence, Newport, Tiverton, and Little Compton. On first arrival a majority were farmers, but they turned to industrial labor until they could save up money to buy farms or small businesses. At present the Portuguese may be found, as is the case with the Italians, in many trades, working as masons, machinists, carpenters, chefs, plumbers, and tailors. There are also many in professional life, as lawyers, dentists, and druggists. They have a great number of local societies and clubs. The Cape Verde Portuguese, most of them part Negro, have tended to become day laborers and long-shoremen, while the women work as cooks, housemaids, and hairdressers.

The Swedes comprise about three per cent of the foreign-born white stock. Some came here early in the nineteenth century; many were skilled and well-educated. They settled in Auburn and Eden Park near Providence, and in scattered localities elsewhere. The men have become skilled mechanics and may be found in all trades. They own or manage ten jewelry factories, and several large grocery or food stores. Many of the girls are skilled housemaids or trained nurses. The fine Verdandi Male Chorus has been giving concerts in the cities of the eastern United States for more than 40 years. The Order of Vasa has several lodges in the State. In financial dependability, literacy, and percentage of naturalization, the Swedes rate exceptionally high.

The Germans comprise about two per cent of the foreign-born white stock. A number served in the Civil War. In occupations and in adaptability to assimilation by American culture they are much like the Swedes.

The Armenians, in numbers fewer than one per cent of the total foreign-born stock, came first about 1885, then in two waves during 1908-14

and 1920-23. Family life is still a potent unit in Armenian social relations. Young Armenian couples seldom set up housekeeping by themselves; they go to live with the parents of the bridegroom unless this arrangement is wholly impractical.

The Greeks, also fewer than one per cent, came mostly after 1895. The majority are in Providence; they tend toward special occupations as cooks, waiters, confectioners, bakers, and restaurant keepers.

The Lithuanians, fewer than one per cent, first came into the State about thirty years ago. They have a center in Olneyville, and are largely weavers, machine workers, and bakers.

The Finns, two-tenths of one per cent, are mostly farmers in southern Rhode Island.

The Syrians migrated here about 1902. Driven from their homes by Mohammedan oppression they fled to America, many coming to Providence. They are famed as damask weavers, and the Blackstone Valley with its silk mills has been the chief center about which they have established themselves. Until recently it was the custom for a Syrian suitor to pay a handsome price to the father of his prospective bride. This was not an Old World custom, but had an economic basis in this country. So many of the first immigrants were bachelors that Syrian girls were at a premium. 'If you send to Damascus or Mosul for a bride,' it was said, 'it will cost a lot of money to bring her here, so it will be cheaper to pay a fair price right in this country.' The Syrians, coming from shepherd families, are still loyal to milk, butter, cheese, and lamb as staple foods, with Arabian coffee, served thick and strong in tiny cups, as a national drink comparable to the Englishman's tea.

In the past twenty years the foreign-born element in Rhode Island has been declining in proportionate numbers, though the white stock of foreign parentage has remained nearly constant in its ratio to the total population. The Negro element has also been declining, until it is now only a little more than one per cent of the total. The prevailing decrease in foreign-born inhabitants is doubtless due in large part to present national immigration laws.

F O L K L O R E

RHODE ISLAND folklore and folkways are compounded of two principal ingredients: old European traditions brought to America by immigrants, early and late; and legends of the native Indians. The local adaptation of these ingredients has been influenced by several factors, some of which are intangible and must remain only speculative. Among them are the settlers' struggles with the sea and the rock-ridden land, religious beliefs which did not stop at accepting devils and witches at their most personal worst, a cunning appraisal of the less enlightened aspects of human nature, a blithe discount of any value placed on an individual's life, and the acceptance of bad luck as a matter of course. Many of the tales resulting from this adaptation are remarkable for their grimness and humor.

Indian legends were current in the time of Roger Williams. It is told that Tashtasuck, the first sachem of the Narragansetts, was 'greater than anyone in the whole land in power and state.' He had only two children, a son and a daughter, and not being able to match them according to their dignity, he joined them together in matrimony. The eldest son of this union, Canonicus, became a great friend of Roger Williams, and assisted him in his dealings with the Narragansetts and other tribes.

Another legend deals with the famous King Philip, the last of the Wampanoags. Being forced to retreat before the ever-advancing forces of the whites, he finally retired to his refuge at Mount Hope, resolved to die like a chief of royal blood, 'with his arms in his hands.' (This old phrase probably meant, 'with his arms folded across his breast.') His home was soon surrounded, and eventually the old warrior fell, shot through the heart by a renegade of his own race.

There are many tales of the Devil's visits to Rhode Island, most of them told to the early white settlers by the Indians. The name Chepachet is Indian for 'devil's bag.' The Devil's footprints are supposed to be visible to the naked eye on rocks at Middletown and Wickford, and the Indian Drum Rock at Apponaug is marked by the Devil's heel.

From Coventry comes the Legend of Carbuncle Pond. Years ago when that particular region was claimed by Narragansett and Mohegan alike,

there lived on Carbuncle Hill a great snake. Its species was unknown, but its size was enormous and in the center of its head was a large gem — a carbuncle — deep red, glowing with the brilliancy and radiance of a great fire. Whenever it moved about at night, its coming was announced by the glow of the gem, and even by day its light could be seen in a crimson flood in the darkness of the woods. Efforts of the Indians to capture the snake were unsuccessful until, shortly before the coming of the first white men, a large party of Indians surprised the reptile, and after a terrific battle killed it and secured the carbuncle. Tradition relates that at the scene of the battle a large rock was cleft in twain by the snake's tail. The carbuncle served the Indian tribe as a talisman and warning of danger for many years. When the white men came and heard the story of this wonderful gem, they longed to possess it and arranged an expedition against the Indians for that purpose. They attempted a surprise attack, but their advance was announced by the increased glow of the stone, and the Indians were prepared. After a battle which decimated the Indians, the chief alone was left standing; but when the white men tried to take the carbuncle from him he drew back his arm and gave it a mighty throw. It landed with a great splash in the middle of the pond and was lost forever.

The ledge forming the Child-Crying Rocks, in Charlestown, is the source of an old legend of Indian cruelty to their newborn children who were judged too frail ever to become mature hunters, warriors, or burden-bearers. According to traditions carefully transmitted, the Indians, like the Spartans of old, destroyed these undesired infants by casting them down on these ragged rocks. This legend has been supported by the early white settlers, who often noticed that no malformed or imbecile adults were ever to be found among the various Indian tribes.

White men's legends also abound throughout Rhode Island. One of the most interesting of these concerns the origin of the Old Stone Mill at Newport. It has been celebrated by Longfellow's 'Skeleton in Armor' and Fenimore Cooper's 'Red Rover.' A round stone tower supported by stone piers, it stands on a hill overlooking Narragansett Bay. That it was not built by the Indians is obvious to any who are acquainted with their customs. One supposition is that the structure is all that remains of a Norse church built by the Vikings about A.D. 1008. Another supposition is that the tower is the ruin of a windmill, built by Governor Arnold, an early executive of the Colony. There is little direct evidence to support this contention, but it is possible that the infant Colony, only forty years old when it is mentioned in the Governor's will, could have afforded such

a building. The orientation of the piers and windows, the use of geometrical forms, and finally the insignia of Freemasonry on a prominent stone set in the side of the mill have provided much material for research.

Block Island, rising out of the ocean about nine miles off the southern shore of Rhode Island, is the scene of one of the most tragic legends. It tells the fate of the ship 'Palatine' and its marauded, starved passengers (*see Tour 8*).

Simple folk tales, handed down from generation to generation, are still popular, especially in the rural districts of Rhode Island. Most of them point a moral based on the benefits of goodness and love and the dire consequences of evil and hate. Others are of a humorous nature. From Cumberland comes a story explaining the old name of Dog Hill. It seems that a celebrated dog suit was once held there. A farmer owned a particularly vicious dog which snapped at every passer-by. He was such a nuisance that a neighbor finally shot him, and a suit for damages was brought by the owner. A large crowd, all in favor of the defendant, gathered to witness the trial. The justice seemed to be of the same mind as his audience, for he ruled that the dog's skin should be stuffed and sold to the highest bidder, and the proceeds invested in rum for the whole party. As the stuffed dog was sold and resold innumerable times, the result was a hilarious party at which the plaintiff undoubtedly forgot his loss.

The story of the 'Sea Bird' is remarkable not only for its interest but its actuality. In Newport, at the eastern end of Easton's Beach, is a road leading to Purgatory and Second Beach. There, in the year 1750, some farmers and fishermen who inhabited a cluster of dwellings near the water observed, one morning, a vessel on the horizon. At first she did not attract any particular notice, for such a sight was not uncommon; but it was perceived, after a while, that the vessel was approaching the shore — standing in, as it was termed — with all her sails set and her colors flying. Such a spectacle was strange and startling, and the beach was soon alive with people who expected the ship to be caught in the breakers and dashed to pieces. Although not a soul was visible on her decks, she seemed to be guided by some mysterious power as she avoided the crags above and the ledges beneath the water. Approaching the beach, her keel struck the sands so gently that not the slightest injury was sustained.

Wondering at this strange occurrence, the onlookers remained gazing at the stranded vessel, unable to believe their eyes. Presently they ventured on board, and the only living things they found were a dog, sitting quietly on the deck, and a cat in the cabin. Some coffee was boiling

on the galley stove, and evident preparations had been made for the breakfast of the crew, but not even the ghost of a mariner was there. There was neither evidence nor proof of what might have happened, but it is generally supposed that the crew, finding themselves unexpectedly near the breakers, abandoned the vessel in alarm (the longboat was missing) and were afterwards lost. Later investigations brought to light the facts that the 'Sea Bird' was a brig belonging to Newport, under the command of Captain John Huxham, and had been hourly expected from Honduras, having been spoken about a day or so before by a vessel that had arrived in port. No tidings were ever heard of the captain and crew. The vessel was afterwards floated and sold to a merchant of Newport, who changed her name to 'Beach Bird' and sailed her on many commissions.

One of the few 'tall tales' to come out of New England has been recounted by a Captain Munroe, of Newport. It seems that once he was on a whaling voyage. They sighted a stout whale and harpooned it, whereupon the whale gave a terrific yank and started to tow the ship in a circle. They got halfway around and saw to starboard what looked like another ship, but when they drew alongside they found out it was only their own ship's paint.

Throughout the State many witch and ghost tales are still retold to the enjoyment of all listeners, young and old. A favorite tale is related of an old woman living in Exeter, who had long been thought to be a witch. One day as a farmer was driving a load of lumber along the road, a black cat jumped up on the reach pole. The oxen pulling the cart stopped and would move no farther. The farmer, unable to persuade the cat to get down from the pole, returned to his house and got his gun; but lacking bullets, he loaded it with a silver button. Returning to where his oxen and cart stood, he shot the cat. Some days later, the woman who was suspected of being a witch fell on a stump and broke her hip. A doctor was called, and in treating her injury found the silver button imbedded in her flesh.

The Moaning Bones of Mount Tom is a favorite ghost tale in Arcadia. Many years ago a peddler, disposing of his wares, arrived at the foot of Mount Tom and knocked at the door of a lonely farmhouse. When the farmer opened the door, the peddler offered to sharpen all the knives in the household in return for his supper and night's lodging. After having supped with the farmer and his daughter, the peddler started to work on the knives, while the farmer sat watching him. The daughter retired upstairs to go to bed, but shortly after, hearing a commotion below, she dressed herself again, came downstairs, and found her father patting the

hearthstones back into place. The room showed evidence of a fight and the peddler had disappeared, but his pack remained on the floor and a pile of silver lay on the table. The girl quickly understood and began to rummage through the pack in search of trinkets. Her father, fearing that she might give him away, burned out her tongue. The old farmer and his daughter later died, and the abandoned house fell into disrepair and finally caved in. Blackberry vines grew around the ruins in profusion and the children of the neighborhood came there to gather the fruit and play. One day while playing hide-and-seek about the old chimney, they heard moaning sounds that seemed to come from beneath the stones at the base of the chimney. Being frightened by these weird sounds, they fled home and notified their parents. A neighborhood group, armed with picks and shovels, accompanied the children to the ruins and, tearing up the old hearth, found the bones of the vanished peddler.

In Kingston in 1894, a man was driving home from Peace Dale one foggy night. The mist was low-hanging and thick, but it hovered above the ground sufficiently for the road surface to be visible. He heard footsteps and saw the legs of three men ahead and keeping an even pace with his progress. Reaching the point at which the roadway into the old Rodman stone house leaves the highway, he turned up the lane. Just then the fog lifted and he saw, to his horror, that the three pairs of legs continued to parade but there seemed to be no bodies above them.

In Narragansett, on the old Indian trail, which is now a dirt road, is the cellar hole of a former house in which lived an old man and his son many years ago. The father had a reputation for being miserly and cruel and, according to local gossip, disciplined his son by beating him with an ax helve. After one such beating, he announced that his son had run away to sea, but his neighbors were inclined to believe that the boy had been beaten to death and his remains buried in the cellar. When the old man died, he had such an unsavory reputation that no one cared to volunteer to sit up with the body on the night before burial. Finally a grandfather of a family still resident in Kingston volunteered. He fell asleep in the next room but was soon awakened by the opening of the outer door, which unlatched itself and swung inward. He arose and closed the door, latching it carefully, but again the door opened. Angered by this occurrence, he whittled out a wooden plug and secured the latch with the plug, but he had hardly done so when the plug popped out and a heavy object was tossed into the room from the outer darkness. It was an ax helve, worn and smooth from use. He could discern no one outside, so shut and fastened the door once more, and it remained closed for the rest of the night.

FOLKWAYS

Rhode Island has many folkways and customs. Some of them date back to the earliest days of the Narragansett Colony, while others have been added through the years, especially by the foreign-born portion of its population, who still observe many customs of the land of their birth.

Rhode Island celebrates its Independence Day on May 4, when ceremonies are held in the old State House on North Main Street in Providence, and at other centers throughout the State. On Armistice Day in Wickford, flowers are thrown on the water in memory of those who died at sea. In June of each year, a spring festival of music is held at the Benedict Memorial to Music at Roger Williams Park in Providence, and many other similar events take place throughout the year.

The National Algonquin Indian Council, a group of Indians whose forefathers came from all parts of the United States, have banded together, and it is their custom to hold an annual Indian pow-wow on Labor Day, in the town of Johnston. The council generally has a very interesting program, to which the public is invited. The program consists of speeches, lighting of the council fire, smoking the pipe of peace, a peace-pipe dance by chiefs of various tribes, Indian songs and dances, archery contests, and an exhibition of an Indian courtship and marriage ceremony.

The Portuguese hold a large celebration during the Feast of the Holy Ghost, which occurs in May or June and is an occasion for rejoicing and feasting. The ceremony is related to an ancient festival of the Queen's Birthday. The Queen, at her own celebration, is supposed to have invited all the poor to the feast, and to have donned an apron and waited upon them. When the poorest man was found, the Queen would bid the King rise and give the other his chair and his crown, thus establishing equality between the highest and the lowest. The Poles have their chief festivities during Easter Week, and the Negroes hold their Emancipation Day celebration on the first day of August.

Conditions of life in Colonial Narragansett were widely different from those of other New England Colonies. The establishment of and adherence to the Church of England, and the prevalence of African slavery, evolved a social life resembling that of the Virginia plantations rather than of the Puritan farm. Narragansett was owned by a comparatively small number of persons, estates were large, and farms of five, six, and even ten square miles existed. Many of the well-to-do farmers had from

twenty-five to one hundred slaves and cultivated up to five thousand acres. It was customary to breed horses for racing, and many pacers were shipped to Cuba and sold for fancy prices to the wealthy owners of sugar plantations.

Narragansett was a community of many superstitions, to which the folk customs of the feast days of the Anglican Church, the evil communication of witch-seeking Puritan neighbors, the voodooism of the Negro slaves, the pow-wows of the native red men, all added a share. To be sure, the modern generation professes to ridicule old-time superstitions, but it is interesting to note that many survive and are recognized. Among the farmers it is still thought that the influence of the moon affects planting, and the groundhog-shadow weather forecast is still adhered to and featured in our newspapers. A very old poem about the weather, of English origin, is still quoted in Rhode Island. It is entitled 'Candlemas Day' (which corresponds to our Ground Hog Day, February 2).

As far as the sun shines in on Candlemas Day,
So far will the snow blow in afore old May.

Candlemas Day is come and gone,
The snow won't lay on a hot stone.

Candlemas Day the good housewife's goose lay;
Valentine's Day, yours and mine may.

If Candlemas Day be fair and bright,
Winter will have another flight;
But if it be dark with clouds and rain,
Winter is gone, and will not come again.

On Candlemas Day if the thorns hang adrop,
Then you are sure of a good pea crop.

The West wind always brings wet weather,
The East wind wet and cold together.
The South wind surely brings us rain,
The North wind blows it back again.

If the sun in red should set,
The next day surely will be wet;
If the sun should set in gray,
The next will be a rainy day.

Few present-day hostesses would think of seating thirteen people at the same table, and it is still considered bad luck to spill salt at the table

ON THE CAMPUS

IN ADDITION to its public schools, Rhode Island has one university, two general-curriculum colleges, and about a half-dozen preparatory schools of first rank.

Rhode Island Hall is an early nineteenth-century building on the Brown University campus.

The two views of Rhode Island State College at Kingston are typical of the whole campus.

Providence College, a Dominican Catholic school, is the most recent (1917) of the State's institutions for higher learning.

Moses Brown School, under Quaker auspices, was established at Providence in 1819; and St. George's School, which is usually associated with Newport though it is in near-by Middletown, was built on a charming seaside campus in the years following 1896.



RHODE ISLAND HALL, BROWN UNIVERSITY, PROVIDENCE



CAMPUS SCENE, RHODE ISLAND STATE COLLEGE, KINGSTON

GYMNASIUM, RHODE ISLAND STATE COLLEGE, KINGSTON





PROVIDENCE COLLEGE, PROVIDENCE

MOSES BROWN SCHOOL, PROVIDENCE





DIMAN HALL, ST. GEORGE'S SCHOOL, MIDDLETOWN

CAMPUS SCENE, ST. GEORGE'S SCHOOL, MIDDLETOWN



unless a pinch is thrown over the left shoulder. There are many who will not walk under ladders, open an umbrella overhead while indoors, or care to have a black cat cross their paths. At weddings, it is often the custom for the brides to wear 'something old, something blue, something borrowed, and something new'; and the wedding guests still scramble to catch the bride's bouquet and sleep with a piece of wedding cake under their pillows. In the old days, a child born with a caul was considered to have 'second sight,' and in the nineteenth century, cauls were preserved and given to sea captains to carry on their ships to assure a safe voyage. Today hospital authorities save the cauls and turn them over to the parents of the child, if requested.

The feudal complex, so strong in the past, is still apparent in some parts of Rhode Island. Visitors to Block Island are impressed by the clannish spirit of the natives and their quick resentment of any attempt to encroach upon what they consider their rights. Outside interference in local affairs or business competition is emphatically denounced.

Old-fashioned social affairs are still in vogue both in the rural and metropolitan districts of the State. New Year's Eve Watch-Night services are held in many churches, and May breakfasts are served by many church groups. For many years oyster-opening contests have created interest in Warren and Wickford. While it is true that the rural husking bee is seldom heard of these days, quilting parties, harvest suppers, and pound parties are still popular. At pound parties, pound packages of food are auctioned off to the highest bidder and the proceeds used to aid the sick and distressed. This method of raising funds has been used during recent years to pay off farm mortgages. These affairs are usually conducted by the local Granges, which have been very active since the first Grange was organized at Kingston in 1886. Since that time the State Grange movement has grown rapidly until there are now forty organizations throughout Rhode Island that act in co-operation with the farmer and give strong support to the State Board of Agriculture.

The Rhode Island clambake is famous, and no visitor to the State should miss one. The Rhode Island clam has a soft shell, and is quite different in shape and flavor from the hard-shelled bivalves known elsewhere as clams, but which are really quahaugs. A clambake prepared in the fashion taught to the early settlers by the Indians, especially if accompanied by Rhode Island clam chowder and johnnycake, provides a truly delicious repast. Rhode Island johnnycake is still made with white corn meal, slowly ground between millstones of Narragansett granite which is of a peculiarly fine grain. During the milling, the upper millstone

is frequently raised or lowered, with a nice sense of adjustment, to insure the meal an even texture, and so prevent it from losing its life and sweetness. Large quantities of meal ground in this manner are still shipped all over the country.

The original name of this famous food was 'journey-cake,' so called because of the facility with which it could be prepared while on long trips. The name was retained until the close of the War of Independence, about which time, 'in compliance with the prayers of memorials from the women of Connecticut and Rhode Island to the respective Legislatures of these commonwealths,' the term 'journey,' as applied to the favorite food of the gods and of the Yankee nation, was abrogated by sovereign authority, and that of 'johnny' substituted in its place. This was done in honor of Governor Jonathan Trumbull, the honored and trusted friend of George Washington, who always addressed that sterling patriot with the affectionate name of Brother Jonathan.

There are still descendants of a well-known Narragansett Indian, living in South County, who call themselves Noka, but the name was originally No-cake. This old Indian was very lazy, and when white folks went to him to obtain meal for johnnycake he would say in broken English, 'No-ka,' and he became known as 'No-cake.'

Many of the ballads sung at old-fashioned parties are still remembered. One was an old fore-castle ballad of a very sentimental nature, probably written around 1840, and the author is unknown except for his initials, G. C. W. It is a sad tale of a sailor's sweetheart, swept out to sea in a small boat which capsized, and her body was borne to shore by the incoming tide. The plaintive chorus runs:

Toll, toll the bell at early dawn of day,
For lovely Nell, so quickly passed away.

Toll, toll the bell a soft and mournful lay,
For bright-eyed laughing little Nell of Narragansett Bay.

Another popular ballad, 'Old Grimes,' was written by Albert Gorton Greene, founder of the Harris Collection of American Poetry and Plays, and first appeared in the *Providence Gazette* on January 16, 1822. It was about a wise and kindly old man who was affectionately known as 'Old Grimes,' for —

He lived in peace with all mankind,
In friendship he was true:
His coat had pocket holes behind,
His pantaloons were blue.

His knowledge, hid from public gaze,
He did not bring to view;
Nor make a noise town-meeting days,
As many people do.

Thus, undisturbed by anxious cares,
His peaceful moments ran;
And everybody said he was
A fine old gentleman.

A very interesting and successful experiment was made during the fall of 1936 in the town of Little Compton by George Hibbett, of Columbia College English faculty, and the Little Compton Historical Society. The object of the experiment was to obtain phonographic records of the manner of speech, vernacular, and tales of the oldest residents of the town. With this end in view, a group of specially selected natives was invited to an old-fashioned 'story-swapping' party and encouraged to make themselves comfortable, exchange reminiscences, and renew old acquaintances.

Unknown to the guests, phonographic records were taken of everything said during the length of the party. Little Compton is situated near the State Line and is somewhat isolated; examination of the records after the party was over revealed that their speech was clipped and sharply staccato, with no trace of the northern New England drawl. The records will be preserved by the American Council of Learned Societies as part of its Linguistic Atlas of the United States and Canada.

Examples of the local vernacular were the use of 'stoop' for porch, 'helpkeeper' for housekeeper, 'showa' for shore, 'hahly' for hardly, 'krass-ligged' for cross-legged, and 'lodge' for large.

Following are two of the stories told at the party:

There was a woman who wouldn't ride in a buggy during a rain because she feared that it would sink into a rut and turn over. One night when it was raining hard she went to church with her husband. She held on to the rear of the buggy and walked through the mud. Her husband fell asleep and trusted the horse to take them home safely, but the horse got thirsty and turned off the road at his favorite water-hole. He walked right into the water and the woman followed the buggy in clear up to her neck.

When Ephraim Bailey's wedding day came round, it rained, and Ephraim didn't show up at the church. Some of his friends went looking for him and found him at home. They asked him why he defaulted his own wedding and he said, 'It rained so hard, I didn't think they'd hold it.'

EDUCATION

IN AUGUST, 1640, the town of Newport, then about a year old, granted Robert Lenthal four acres of land for a house lot, and set aside two hundred acres to support a school and to provide for his salary as schoolmaster. Lenthal was a Church of England clergyman from Weymouth, Massachusetts, where he had encountered 'ecclesiastical trouble.' A contemporary reference to Lenthal's stay in Newport states that 'this gentleman did not tarry very long; I find him gone to England the next year but one.' Hence Rhode Island's first school was not a long-lived one. Before 1700, there are records of schools, or of lands allotted for the support of schools, in Warwick, Barrington, Bristol, and Providence; the first known schoolmaster in the latter town, a William Turpin, was teaching in 1684. In 1698, Judge Samuel Sewell of Boston gave the income of some land in the Pettaquamscutt Purchase (*see Tour 1*) to Harvard College for 'procuring, settling, supporting, and maintaining a learned, sober and orthodox person from time to time, and at all times forever hereafter, to instruct the children and youths of the above mentioned . . . Pettaquamscutt . . . as well English there settled, or to be settled, as Indians, the aboriginal natives and proprietors of the place, to read and write the English language and the rules of Grammar.' The school thus established was lodged for a time in a building on Tower Hill, South Kingstown. These early efforts on behalf of formal education were made in times troubled by Indian wars and boundary disputes, and were supported by a Colony population so small that it had scarcely exceeded seven thousand by 1708.

By the middle of the eighteenth century, a number of so-called 'dame schools' and private schools were flourishing in Newport and Providence. In addition to instruction in elementary subjects, such as reading and writing, contemporary newspapers advertised courses in French, music, and dancing. Providence gave permission to one George Taylor to keep school in a room in the Colony House in 1735, and about fifteen years later the town erected a regular schoolhouse on Meeting Street. A school for Negro children was endowed by a number of Anglican clergymen in London. This school, situated in Newport, had been in operation for some time when a Mrs. Mary Brett announced in the *Mercury* (1773) that it was

‘open to all societies in the town, to send their young blacks, to the number of thirty.’ In 1765, Thomas Ninigret, a Narragansett Indian, petitioned the Society for the Propagation of the Gospel to found a school for the free education of the children of his tribe.

An unsuccessful movement was made in 1768 to establish a public school system in Providence. It was at that time that ‘Rev. James Manning did great things in the way of enlightening and informing the people. Schools revived by means of his advice and assistance. Previous to him it was not uncommon to meet with those who could not write their names.’ In 1769, Rhode Island College, which had been founded at Warren in 1764 by the Reverend Mr. Manning (1738–91), simultaneously with a Latin school, held its first Commencement and graduated seven young men. For the Commencement exercises, Governor Wanton ordered such a large puffed wig that he could not keep his hat on it, and was obliged to carry the hat in his hand. Apparently the men appointed to preserve order during the college Commencements had some trouble with their tasks, for in 1790 a committee of the college corporation applied to the General Assembly ‘to authorize and direct the Sheriff of Providence to attend on this corporation on Commencement days, in future, and by himself or deputies, to preserve the peace, good order, and decorum, on Commencement days, in, and about the Meeting house, in which the Public Commencement may be celebrated.’ The corporation moved at the same time ‘that it be recommended to the Baptist Society, in future, to take effectual measures to prevent the erection of Booths, or receptacles for liquors, or other things for sale, and other disorderly practices on the Baptist Meeting-House lot, on Commencement days.’ The sheriff still marches at the head of Brown University’s Commencement processions.

The college and the Latin school, which remained closely associated until 1896 when the latter was consolidated with an English and Classical School and called the University School, moved in 1770 to Providence. The Reverend Morgan Edwards (1722–95), who had been on a trip to England to raise money for the college, reported the remarkable contest that decided its permanent location: ‘Some who were unwilling it should be there in Warren and some who were unwilling it should be anywhere, did so far agree as to lay aside the said location and propose that the county which should raise the most money should have the college.’ Providence surpassed its closest competitor, Newport, by £280 in lawful money. In 1804, in recognition of the munificent support of Nicholas Brown, the college was named Brown University.

The Revolution disturbed the routine of education in Rhode Island, as

elsewhere. Newport's schoolhouse was burned by the British, and in Providence the Meeting Street schoolhouse was turned into a laboratory for the manufacture of explosives. Also in the latter city, Whipple Hall, which contained a graded school, became a powder magazine and meeting-place for patriot committees, and University Hall, which had been built 1770-72, was used as a barracks. The college remained closed during most of the period of hostilities.

One of the first Sunday schools in America was fostered by Samuel Slater of Pawtucket. In 1796-97, he provided a teacher to give secular instruction on Sundays to children who worked in the textile mills during the week. Originally the school was conducted along lines similar to the schools founded by Robert Raikes in England in 1781, but in 1805, David Benedict, a Brown University student and a licensed Baptist preacher, took charge. He introduced Bible reading and religious instruction, and hence transformed the institution into what would today be called a Sunday school.

The school conducted in the Potter House at Newport, 1814-32, owed its origin to Simeon Potter, who wrote from Swansea, Massachusetts, in 1795, to the trustees of a lottery: 'Gentlemen: I saw in the *Boston Centinel*, a scheme of a lottery, for the laudable intention of rebuilding the Long Wharf in Newport, the building a hotel, and more especially establishing a free school, which has determined me to make a free gift of my estate on the point called Easton's Point . . . if you will accept of it in trust to support a free school forever, for the advantage of the poor children of every denomination.'

In 1800, the first free public school law of State-wide scope was passed. It provided for teachers and a school in each town. A petition for this bill had been submitted to the General Assembly during the preceding year by the Providence Association of Mechanics and Manufacturers, at the urging of one of its distinguished members, John Howland, who not only wrote the petition but was largely influential in interesting members of the General Assembly in public education. He was a barber by profession, and a Revolutionary War veteran who had fought under Washington at Trenton. The law of 1800 was repealed three years later, but Providence continued to build a public school system.

In 1802, Kent Academy, since renamed East Greenwich Academy, was founded by prominent citizens of the town. At present a private co-educational institution, it is supervised by the Providence Conference of the Methodist Church. It has maintained a reputation for excellent preparatory training. Washington Academy in North Kingstown was

founded two years before Kent; but after a period of success, it lost its charter, land, and buildings in 1848.

In 1819, the Moses Brown School opened in Providence on its present site, which was part of a farm donated by Moses Brown to the school. The original Quaker School, of which Moses Brown School is the successor, was opened in Portsmouth in 1784; but because of the post-Revolutionary depression, paper currency inflation, and other troubles, this Portsmouth school closed in 1788. Until after the Civil War, the Moses Brown School was strictly administered according to austere Quaker traditions; boys and girls were kept apart, and there was little social intercourse. Later in the century, the school became more liberal in its extra-curricular activities. It is at present a successful preparatory school for boys, with both day pupils and boarding students.

In addition to the public school system and Brown University, Providence could claim in 1828 six academies and more than eighty small private schools. At that time there were one hundred and ninety-three schoolhouses in the State, each town having at least one. In the same year an awakened interest in education caused the General Assembly to pass a number of new education laws, the most important feature of which was a provision for distributing State financial assistance to local schools. Soon after 1828, the number of schoolhouses doubled and the number of public school pupils in attendance increased tenfold.

Between 1760 and 1830, public education largely depended for support on the proceeds of lotteries, of which at least eighty were held in this period. There were other sources of income, but the need for security was recognized by law when a permanent school fund of \$5000 was set up in 1828. In 1836, this fund was increased by the State's share in the distribution of the surplus (Federal) revenue; this share amounted to \$328,335.30, and was deposited in local banks at five per cent interest. The General Assembly ordered that the annual income from the deposits be paid to the towns, for support of the public schools. In 1845, the State increased its annual appropriation for schools to \$25,000, and since that time it has periodically increased this sum.

The slow process of physical improvement in schoolhouses, of increasing the number of graded schools, and of reorganizing and centralizing the control of the educational system, was paralleled by increased attendance during the early nineteenth century. Provision was made for annual compilations of school statistics, and in 1842 a law was passed requiring teachers to be examined on their qualifications for the task.

In 1842, Wilkins Updike of South Kingstown supported a bill providing

for a State-wide survey of the public schools. Henry Barnard of Connecticut, one of the leading educators of the nineteenth century, was chosen to make this survey. Barnard's work in 1843-44 resulted in the consideration of plans for further improvement. Barnard had considerable success in combating the popular conception that education was not a civil or governmental concern but a private one. The Barnard school law of 1845 marked the beginning of Rhode Island's present public school system. It provided for the organization of the town schools into a semi-State system. At the head stood the Commissioner of Public Schools, who was appointed by the Governor. He was empowered to apportion the annual State appropriations, to adjust and decide disputes arising from the school laws, and to supervise generally such matters as the selection of texts, books for school libraries, and the conduct of teachers' institutes. The school committees of the various townships were to apportion the State money among the town districts, to report to the Commissioner, and to supervise the town schools and teachers. Thus the Barnard law defined the method of school support; it obliged the towns to educate the children, and helped them to do so; it set the minimum school 'year' at four months, and restricted classes to a maximum of fifty pupils to one teacher. It also provided for the certification of teachers in subjects they were qualified to teach; these certificates were good throughout the State. Henry Barnard remained in Rhode Island only long enough to see the early functioning of 'one of the best systems of public instruction in the world,' as Horace Mann declared in 1845. Barnard was also influential in establishing teachers' institutes, high schools, and school libraries. His great interest in school architecture, in lighting, heating, ventilating, and furnishing schools, was shown in the hundreds of pages devoted to those matters in his reports. Poor health caused the retirement, in 1849, of this great educator.

The Rhode Island Institute of Instruction was formed at Henry Barnard's suggestion, for the purpose of keeping alive a public interest in education. From its first meeting in 1844 it has been influential in 'teaching how to teach.' In 1850, Brown University established a Didactic Department to function as a normal school; and two years later a separate normal school was founded in Providence. At first this latter was a private enterprise, but in 1854 it became a State institution. The Institute for Instruction was influential in introducing music into the schools, in the opening of evening schools for the benefit of the working population, and in the founding of public libraries.

During the nineteenth century, Rhode Island shared with other parts

of New England an unprecedented interest in adult education. Ralph Waldo Emerson delivered a public lecture before the Franklin Lyceum in 1838. During the 1860's and 1870's the Lyceum was a particularly important educational influence in Providence. After a series of meetings, seldom interrupted after 1831, the Franklin Lyceum convened for the last time in January, 1906.

In 1839, the Rhode Island Association of Free Baptists founded Smithfield Seminary, in North Scituate, for the liberal education of the youth of both sexes. The school received financial aid from the Hon. Benedict Lapham and others in 1863, and was renamed the Lapham Institute. The Smithfield Seminary should not be confused with the Smithfield Academy that operated from 1811 to 1853 in Union Village. The science courses taught at Smithfield Academy gave that institution a reputation as one of New England's foremost schools.

In the 1840's, several important innovations in Rhode Island educational practice were made. Funds were set aside for educating the blind, the deaf, and the feeble-minded. A Catholic school was opened in the basement of the church of Saints Peter and Paul in Providence. The first separate building housing a Catholic school was opened in 1855, as a boys' academy on Lime Street in Providence. The first child labor law, prohibiting children under twelve from working in mills, was passed. Science and nature study were recognized as school activities in all grades. Albert G. Scholfield founded Scholfield's Commercial College, to teach writing and bookkeeping; its enrollment in the first year increased from five to about five hundred. The first evening school (1840) was followed by the founding of two more at the end of the decade, and by 1873 more than sixty were operating.

During the 1850's, the question of the connection between religion and public education threatened to become acute. Commissioner Elisha R. Potter repressed the agitation and, with the support of the Rhode Island Institute of Instruction, succeeded in averting a conflict. In his School Report for October, 1854, Judge Potter stated: 'But if anyone does object, the majority can still use it [the Bible] in a class by themselves, leaving the objector out of the class; and he has then no more right to object to their reading it, than he has to their using any other book, which he does not wish, or is not required to use himself.' The Institute of Instruction urged the creation of the State Board of Education which, after its founding in 1870, has contributed to the separation of education from politics and sectarian prejudices. The Board consisted of eight men — the Governor, the Lieutenant-Governor, and six others elected by the

General Assembly. Its primary duties were the general supervision of public, high, and normal schools. The Commissioner of public schools, who still dispensed the State school money and held judicial powers over school controversies, later came to be elected by the Board of Education, and to make his reports to the Board instead of to the legislature.

By 1870, there were six public high schools in Rhode Island. State aid was extended to the teachers' institutes, evening schools, and public libraries. After 1883, a truancy law made parents responsible for sending their children to school. In 1877, the Rhode Island Institute for the Deaf was opened with five pupils, whose parents had petitioned the General Assembly to aid their education. The Institute was reorganized in 1892, and housed in a new building on Hope Street, Providence. In 1878, the Rhode Island School of Design was opened; at the present time it offers specialized training in the fine arts, crafts, design, and related fields. Diplomas are granted for work done in nine separate departments. The School of Design became a State beneficiary, partly through the founding of scholarships, in 1882-83. La Salle Academy was founded in Providence for the education of Catholic boys in 1871, and by 1880 the education of about one-sixth of the school children in Rhode Island was in the care of the parochial schools. The Sockanosset School for Boys, opened in 1850 in connection with the Providence Reform School, was moved to Howard in 1882. Both the Sockanosset School and the corresponding Oaklawn School for Girls seek to educate, instruct in trades, and reclaim juvenile offenders. In 1885, the State Home and School was opened, on Smith Street in Providence, for the care and education of indigent children. During the 1880's, kindergartens were introduced into the educational system. Two important girls' private schools were also founded in Providence — the Lincoln School (1884) and the Mary C. Wheeler School (1889). The Lincoln School is now the girls' section of the Moses Brown School; it has been under the control of the Yearly Meeting of Friends for New England since 1925.

In 1887, a State agricultural school and experiment station was opened in Kingston. It was chartered as the Rhode Island College of Agriculture and Mechanic Arts in 1892, in order to use Rhode Island's share of the funds released by the United States Government under the Morrill Act of 1862. Brown University had originally accepted the grant, but had relinquished it. In 1909, the new institution was renamed Rhode Island State College. Several times since its founding, the college has revised its curriculum and enlarged its facilities. It carries on a great deal of experimental work, much of which is closely related to the State's agricul-

tural problems. A State-wide extension service carries the results of its work to the general public.

The decade of the 1890's was notable in Rhode Island education for several additions to educational facilities, beside the chartering of State College. The Women's College in Brown University was opened in 1892; after rapid growth it was renamed, in 1928, Pembroke College in Brown University. St. Andrew's Industrial School, which originated in the labors of the Reverend William M. Chapin, Rector of St. John's Episcopal Church in Barrington, was opened in Barrington in 1893. In 1896, St. George's School was founded in Middletown by the Reverend John Diman. In 1898, the Rhode Island Textile School, the third of its kind in the United States, was established along the lines of the textile schools then operating in Philadelphia and Lowell. In 1895, a plan for co-operation between Brown University and the city of Providence, making possible further training for school teachers, was adopted. At present the State offers a number of scholarships for courses in education, and in some graduate studies, at the University.

The laws of 1894, 1905, and 1906 providing for inspection of factories and limiting the age of the workers were closely related to the problem of truancy and to increasing the number of school children in attendance. An act of 1898 provided for the consolidation of small ungraded schools. Before the end of the first decade of the twentieth century, all school districts had been abolished, provision for high school instruction was made obligatory on the towns, pensions for teachers more than 60 years of age were granted by the State, and a minimum salary law for teachers had been passed. In 1935, the Board and the Commissioner of Education were replaced by a Department under a Director.

Providence, it has been claimed, was the first city to offer special educational facilities for tubercular children. A fresh air school was opened in January, 1908, in the Meeting Street schoolhouse. The Exeter School, for persons of idiot and imbecile mentalities, was opened in 1907 at Exeter. In the following year, the Board of Education first provided for the education of the adult blind in their homes. The Rhode Island College of Pharmacy and Allied Sciences was chartered by the legislature in 1902; it has since become a member of the American Association of Colleges of Pharmacy.

Provisions for the health and safety of Rhode Island school children were increased in number early in the 1900's. Fire drills, building inspection, sight and hearing tests, physical training, and medical and dental examinations were arranged for by the State. Patriotic instruction and

vocational guidance were introduced. 'The broad aim and recognized function of public school education,' said the School Commissioner in 1910, 'has been a preparation for intelligent citizenship, such education being supported by government as the safeguard of civil rights and political institutions.'

Providence College was founded in 1917, and was opened in 1919 upon the completion of its first building, Bishop Harkins's Hall. The faculty of the college is composed largely of professors who are members of the Dominican Order of Preachers.

Recent educational developments in Rhode Island have been for the most part along the general pattern already established. In 1920, an act of the General Assembly provided for the founding of the Rhode Island College of Education, to succeed the Rhode Island Normal School. This college, with more than two thousand students in attendance at present, also develops and tests methods of teaching in the Henry Barnard School, a sort of 'educational laboratory.' Rhode Island is probably the only State which selects from every town and city candidates for special training to meet the peculiar needs of their communities.

The buildings of the old Lapham Institute were taken, in 1923, by the Watchman Industrial School and Camp, which trains Negro boys and girls for industrial life. The Academy of Mount Saint Charles (founded 1928), on Bernon Heights overlooking Woonsocket, is a boarding school conducted by the Brothers of the Sacred Heart and attended by more than 300 boys. Bryant College, founded at Providence in 1863 by H. B. Bryant and H. D. Stratton, was joined with the Rhode Island Commercial School in 1915 as the Bryant and Stratton Business School. The Strayer Act of 1926 provided for the erection of junior high schools in cities and towns throughout the State. Thus has Rhode Island continued to increase its educational facilities, to accommodate a growing number of pupils and to meet special problems.

R E L I G I O N

THE Rhode Island Charter of 1663, procured by Doctor John Clarke, proclaimed in inspiring words the ambition of Roger Williams 'to hold forth a lively experiment that a most flourishing civil state may stand and best be maintained with full liberty in religious concernments.' In the religious history of the United States, this noble rôle has been consistently upheld by the State which Williams founded. The success of the experiment — an experiment with but one rival, Maryland, in seventeenth-century America — became evident at an early date. In the compact of 1637, the inhabitants of Providence agreed to be bound by government 'only in civil things,' and about three years later a similar agreement was entered into at Newport. Although between 1664 and 1783 Roman Catholics, then few in number, were denied the right to vote, it may be said that Rhode Island achieved and has maintained the separation of Church and State.

The earliest settlers of Providence were Separatists, those who had separated themselves from the Anglican Church of England, and they were religiously minded men. The first written evidence of organized worship in Rhode Island is contained in the entry in Winthrop's 'Journal' for March 16, 1639, which tells of a baptismal ceremony. Ezekiel Holyman first immersed Roger Williams, and was in turn baptized by Williams. After three or four months, however, Williams left the society, because he felt 'that their baptism could not be right since it was not administered by an apostle.' He became a 'Seeker,' accepting no organized body of doctrine, and remained one to his death in 1683.

In the spring of 1639, therefore, the first Baptist Church in America was established in Providence by Anabaptist dissenters from the Puritan Church of Massachusetts. They had no house of worship until 1700, when their minister, the Reverend Pardon Tillinghast, at his own expense built a meeting-house 'in the shape of a haycap, with a fireplace in the middle, the smoke escaping from a hole in the roof.' Five of the seven Baptist Churches in the Colonies during the seventeenth century were in Rhode Island. During the next century, the sect made significant progress, as marked by two notable events — the founding of a college and the building of a new church. The college was founded at Warren in 1764; it was

moved to Providence in 1770; and there, 34 years later, its name was changed from Rhode Island College to Brown University. The church was the present First Baptist Church of Providence, dedicated in May, 1775. The inscription on its bell reads:

For freedom of conscience the town was first planted,
Persuasion not force was used by the people;
This church is the oldest and has not recanted,
Enjoying and granting, bell, temple, and steeple.

Baptist encouragement of freedom of thought and conscience led eventually to doctrinal disputes that were settled only by the founding of separate bodies, such as the Six Principle Baptists, the Seventh Day Baptists, and the Free Will Baptists. The hardy and independent spirit which kept the newly founded Baptist Church together for its first sixty years, with no meeting place except under a tree or in a member's home, has continued to have a broad and spreading influence. The membership of the Baptist Church in Rhode Island was five thousand in 1813, more than twelve thousand in 1890, and more than twenty thousand in 1930.

The Congregationalists who were among the early settlers of Rhode Island had to cross the Seekonk River to worship in their own churches in the Massachusetts towns of Rehoboth, Barrington, and Bristol. The latter two towns became part of Rhode Island in 1746-47. The Newman Congregational Church, now in Rumford, was founded in 1643 by the man whose name it bears. The Puritan congregation in Barrington became established between 1650 and 1660. Because of the separation of Church from State, the Congregationalists secured no such dominance for themselves as they held in Massachusetts or Connecticut. Congregational churches were established in Providence and Newport about 1720, and the first church building of this denomination in Providence was erected on a portion of the orchard of Chad Brown in 1723. During the Revolutionary period, Congregationalism suffered a temporary decline, as did many other religious sects in those years of stress; but the middle and later half of the nineteenth century saw a conspicuous revival in strength and numbers. In 1833 there were about seventeen hundred Congregationalists in Rhode Island, and in 1869 more than four thousand. In 1935 there were more than eleven thousand members in about thirty-eight churches throughout the State.

Several months before Roger Williams arrived on the site of Providence, the Reverend William Blackstone, an ordained Anglican clergyman, settled at 'Study Hill,' in what is now the village of Lonsdale. Although

somewhat of a hermit in his personal habits, Blackstone preached in Providence many times, and undoubtedly conducted services while visiting Richard Smith's home in Wickford. The Church of England was established on a permanent basis in Newport about 1700. The first Trinity Church was built in the city in 1704, and the present edifice was erected in 1725. It is said that Saint Paul's Church, built in 1707 in Kingston and moved in 1800 to Wickford, is the oldest Episcopal church north of the Potomac. The Reverend James MacSparran came to this parish in 1721, and within three years increased his congregation from the seven persons who attended his first Holy Communion to more than three hundred. Saint Michael's Church in Bristol was built in 1719; and a year later, King's Chapel, renamed Saint John's in 1810 on the erection of a new edifice, was established in Providence. All four of these early Episcopal Churches in Rhode Island were nourished, and all except Trinity Church were founded, by the Society for the Propagation of the Gospel in Foreign Parts, organized in London in 1701. The independence of the American Episcopal Church followed the declaration of national independence, but the end of the Revolution found the Episcopal Church in a very depressed condition in Rhode Island. Some of the churches were closed, and Saint Michael's at Bristol had been burned. The nineteenth century, particularly its last half, saw a remarkable recovery, however. In 1829 there were fewer than six hundred Episcopal communicants in Rhode Island; whereas in 1900 there were more than twelve thousand, and in 1930 there were about twenty-three thousand members in the State.

Early in 1657, a number of Friends, or Quakers, seeking refuge from persecution in Massachusetts and Connecticut, settled in Rhode Island, particularly on the Island of Aquidneck. From this sect came a number of distinguished officials: William Coddington, Judge and Governor (1640-47), Nicholas Easton, Governor (1672-74), and Nathanael Greene, the Revolutionary general. In 1672 George Fox himself visited Rhode Island, and occasioned the writing of the pamphlet in which Roger Williams attempted to convince the Friends that their religious principles were erroneous. The pamphlet is elaborately entitled:

George Fox digged out of his Burrowes, or an offer of disputation on fourteen proposals made this last summer, 1672 (so called) unto G. Fox then present on Rhode Island in New England by R. W. As also how (G. Fox slily departing) the disputation went on, being managed three days at Newport on Rhode Island and one day at Providence, between John Stubs, John Burnet and William Edmundson on the one part, and

R. W. on the other. In which many quotations out of G. Fox and Ed. Burrowes Book in folio are alleged, with an appendix of some scores of G. F., his simple lame answers to his opposites in that book, quoted and replied to by R. W. of Providence in N.E.

The first steps to establish a Friends school were taken as early as 1779, and in 1784 a school was opened in one of the rooms of the Friends Meeting-House in Portsmouth. The institution was closed after four years, however, and its funds were left to the astute care of Moses Brown who, thirty-one years later, donated the land on which Moses Brown School in Providence now stands. Only toward the end of the nineteenth century was any color, painting, or music allowed in the school. About 1840, there were some thirteen hundred Quakers in Rhode Island, but in 1900 there were fewer than one thousand. Evidently the number had started to decline by 1842, when the American edition of the *Dublin University Magazine* for December stated: 'Rhode Island had been urged by the other States to co-operate with them in expelling Quakerism. They declined on the following grounds: — The Quakers were a people that delighted to encounter persecution, and quickly sickened of a patient audience; and had already begun to loathe Rhode Island as a place where their talent for patient suffering was completely buried.'

In 1658 about fifteen Sephardic Jewish families arrived in Newport from Holland. Among them were Mordecai Campanal and Moses Pacheckoe, who are said to have brought with them the first three degrees of Freemasonry and to have organized the first Masonic Lodge in America. They immediately formed the congregation of Jeshuath Israel (Salvation of Israel). Not until a century later, however, did this congregation have a resident rabbi — Isaac Touro of Jamaica, later a close friend of Doctor Ezra Stiles. Its synagogue, the second to be built in America, was dedicated in 1763. Still standing on Touro Street, Newport, it is now the oldest in the country. During the Revolution, the Jewish community dwindled, and by 1818 there remained in Newport but three of the former sixty or more families. The synagogue was closed until 1883, when Doctor Abraham Mendes arrived as a new leader. About a century ago, with the industrial expansion of Rhode Island and the consequent rise in population, the Jews increased in number until at present they total more than twenty-five thousand, about twenty-two thousand of whom reside in Providence.

The earliest recorded Mass for Roman Catholics in Rhode Island was celebrated in Newport's old State House for members of the French fleet, by French chaplains during the Revolution. In 1793 a number of Roman

Catholic refugees arrived from the French colonies of Santo Domingo and Guadeloupe; and after the Emmet Revolution of 1798, many Irish Catholics immigrated to Rhode Island. In 1811 Bishop Cheverus and the Reverend Doctor Matignon came to the small French Catholic community in Bristol to celebrate Mass and baptize children. After the United States Government began to rebuild the works of Fort Adams in 1825, there was quite an influx of Roman Catholics into Newport, and in 1828 a schoolhouse was purchased and remodeled into the first Catholic church in Rhode Island. The Newport parish was the earliest regular congregation, and its church, Saint Joseph's, was completed by 1836. The Church of Saints Peter and Paul in Providence was completed the following year. Between 1850 and 1860 there was a remarkable growth in the number of Roman Catholics, and today there are more than 350,000 members of this denomination in Rhode Island.

In September, 1789, Jesse Lee, a Methodist itinerant minister, arrived in Charlestown and spoke in Mr. Stanton's coffee house; this is believed to have been the first Methodist sermon in Rhode Island. In 1792 the Methodist Church in Bristol had a regular minister, the Reverend Lemuel Smith, who held services in the Court House until the erection of a church in 1805. The Methodist Church in Warren was established about the same time as that in Bristol, but Lee dedicated the church edifice in Warren on September 24, 1794. Shortly before the opening of the nineteenth century, there were about one hundred and sixty members of the Methodist Episcopal Church in the Providence district, which included some parishioners living in Massachusetts. Kent Academy, founded in 1802, was purchased by the Providence Conference of the Methodist Episcopal Church in 1841, and has since continued under the Conference's management as East Greenwich Academy. Between 1851 and 1936, the number of Methodists in Rhode Island has increased from three thousand to more than nineteen thousand members.

There are about four thousand Swedish Lutherans in Rhode Island, and more than two thousand others divided among a variety of smaller Lutheran groups. There are about fifteen hundred Presbyterians and about fourteen hundred Universalists in the State. Among the religious groups with fewer than one thousand members are the Unitarians, the Christian Scientists, the Primitive and the African Methodists, and the Seventh-Day Adventists.

S P O R T S, R E C R E A T I O N, A N D C O N S E R V A T I O N

Fishing. Rhode Island has 246 miles of coastline, including Narragansett Bay which extends twenty-eight miles inland from the Atlantic Ocean. The comparative proximity of all parts of the State to salt water makes for unexcelled fishing opportunities. Four of the seven cities in Rhode Island have water frontage on Narragansett Bay. These cities are Providence, Newport, Cranston, and Warwick. Newport is also skirted on the south by the Atlantic Ocean. There is daily boat service, in summer, between Providence, Newport, and Block Island. The latter lies in the Atlantic, about ten miles south of the mainland and more than twenty miles from Newport. Charter craft may be hired for any desired length of time in Providence, Pawtuxet, Riverside, Warwick, East Greenwich, Warren, Bristol, Wickford, Point Judith, Newport, and Block Island. Such boats are usually listed with the nearest Chamber of Commerce. Dorries, skiffs, and rowboats may be rented from individual owners by the hour, day, week, or season, by those who prefer fishing in the more sheltered waters. The lack of a boat, however, need not preclude anyone from the pleasure of the sport. Numerous vantage-points are to be found where one may drop a line from the shore. The rocks at Beaver Tail in Jamestown and the breakwater at Point Judith are two of the best places for such fishing. The variety of fish thus caught, however, is small; tautog and a few flatfish generally form the day's catch. Deep-sea fish sought in near-by waters include swordfish, tuna, bluefish, cod, and haddock; while tautog, hornpout, small bluefish, flatfish, eels, sea and rock bass, with other lesser fish, are caught farther upstream.

Narragansett Bay and its many tributaries offer the opportunity to procure all sorts of shellfish. Lobster, crabs, oysters, scallops, clams, and quahaugs are found in great quantities, and their fine flavor has been widely heralded. The taking of shellfish is regulated by the Division of Fish and Game to prevent a possible overdrain on the supply and to protect the public from the danger of stock found in polluted waters.

Fresh-water fishing is encouraged by the Division of Fish and Game, and the accessibility of most of the stocked ponds and streams makes

the sport popular. Trout, pickerel, bass, and striped and white perch provide sport in the catching. Some of the ponds frequented by fishermen are Beach Pond, Exeter; Waterman Reservoir, Glocester; Worden Pond, South Kingstown; Coventry Center Pond and Lake Tiogue, Coventry; Stafford Pond, Tiverton; Oak Swamp Reservoir, Johnston; Spring Lake, Burrillville. Small boats may be hired at all these ponds. (*See General Information* for fishing laws.)

Boating. The diversity of craft to be seen in Rhode Island waters is of great interest to visitors. Regular steamer schedules are maintained throughout the year connecting Providence and New York City. In the summer months, excursion boats provide daily service between Providence, Newport, Block Island, and Martha's Vineyard in Massachusetts. Regular runs are also made daily to Block Island from Newport, Point Judith, and New London in Connecticut. Such excursion craft, in addition, often make nightly trips on the bay generally with a sail around the men-of-war stationed in Newport Harbor as the objective. Smaller boats may be chartered by private parties or persons to suit individual needs.

There are harbors on the Atlantic Ocean at Block Island, Sakonnet Point, Point Judith, and Little Narragansett Bay. Outside of the commercial ports at Newport and Providence, there are inland anchorages at Tiverton, Wickford, East Greenwich, Warren, Bristol, and Pawtuxet Cove. Three ship channels enter Narragansett Bay from the ocean. The east passage enters the bay at Brenton's Point, and has a depth to Providence of about thirty feet. The west passage runs between Beaver Tail and Whale Rock, and has a channel of about twenty-five feet in depth. The third entrance is the Sakonnet River, with a minimum depth of twenty-one feet. The ship channel in Mount Hope Bay extends to Fall River, Massachusetts. All ship channels in the State are clearly defined by regular markings, which are recorded on charts issued by the Federal Government.

The shores of the State are lined with pleasure boats, ranging from frail homemade affairs to palatial seagoing yachts. Slow chugging powerboats, fleet launches, skiffs, sea-sleds, and even occasional canoes propelled by outboard motors combine with a great variety of sailboats to make an ever-changing panorama.

During the racing season, events are held for all types of sailing boats, some being confined to club membership and others open to all who may wish to enter. Competitive classes are many, and their appellations are decidedly interesting to the uninitiated; cruisers, beetles, snowbirds,

snipes, dinghies, stars, pilots, nimblets, kittens, and comets are the names of some types, while Warwick Neckers, Newport dories, and Bristol twelve-and-a-half-footers denote certain localized classes. Even winter's icy blasts fail to discourage a few of the more hardy, and a class termed 'frostbiters' engages in competition as long as open water remains.

Bathing. With the approach of the summer months, the beaches of the State take on an appearance of activity. Summer residences of mansion proportions, as at Newport and Narragansett Pier, as well as little one or two-room shacks, thousands of which are to be found nestling by inland waters and along the seaboard — all shed their protective winter coverings in anticipation of the hot weather. Summer colonies are in evidence all along Narragansett Bay, offering social advantages in addition to the beach and its enjoyments. Some of the better-known bathing beaches are at Block Island, Newport, Jamestown, Point Judith, Narragansett Pier, and Little Compton. Public beaches nearer the largest city, Providence, include Barrington, Riverside, and Crescent Park in East Providence, Gaspee Point and Goddard Memorial Park in Warwick. Owners of property fronting on navigable water have State permission to erect piers or other structures to the water, even though these prevent passage along the shore. The public has free access to the tidal shores of the State below high-water line, except in cases where owner's riparian rights are exercised.

Hunting. Small game and wild fowl are found in certain parts of Rhode Island. Such towns as North Smithfield, Smithfield, Glocester, South Kingstown, Richmond, and Exeter are favorite hunting grounds. A large part of the land is privately owned and posted, but often permission may be obtained to hunt. Despite the high percentage of population to the square mile in the State, there remain extensive tracts of unbroken woodland. This is especially true of South County. Muskrat, mink, raccoon, rabbits, hare, and gray squirrels are hunted in season, as are partridge, quail, woodcock, rails, Wilson snipes, pheasant, and wild duck, swan, and geese. (*See General Information* for hunting laws.)

Parks. The natural beauties of Rhode Island are emphasized by the many city and State parks, where walks or drives through scenes of 'quiet loveliness and facilities for more active recreational pastimes provide opportunity for needed relaxation. Roger Williams Park is one of the largest and most beautiful in New England. Owned by the city of Providence, it is situated two and one-half miles from the business center. Nine miles of drives and boulevards, which wind gracefully amid gardens, rolling lawns, and along a chain of lakes, are contained in its 452 acres.

Tennis courts, bridle paths, athletic fields, a natural history museum and a zoo help to enliven public interest.

Lincoln Woods Reservation, a State-maintained park in the town of Lincoln, offers an appearance of being the untouched handiwork of nature. An exploratory trip, however, reveals ten miles of good roads leading through the six hundred acres of wooded hills. It is a favored rendezvous for picnic parties, more than fifty fireplaces being provided for their use. Several camp sites, ten miles of bridle paths, and a convenient athletic field are additional attractions.

Goddard Memorial Park in Warwick, originally a privately owned estate and tree reservation, but later deeded to the State, comprises 472 acres devoted to public use. Broad drives, secluded bridle paths, salt-water bathing, picnic groves and fireplaces, golf, and a recreational center may all be enjoyed here. The better State parks for recreation include also: Beach Pond Park, Exeter; Burlingame Reservation, Charlestown; Ten Mile River Reservation, Pawtucket; Scarborough Beach, Narragansett; George Washington Memorial Forest, Glocester; Dawley Memorial Park, Richmond.

Winter Sports. The public parks in the State are also utilized for winter sports, affording a certain degree of safety over unsupervised locations. Skating is the most favored of such sports, while skiing and tobogganing have their share of supporters. The number of ice boats to be seen skimming over the frozen surfaces also increases each year. In Providence, the street cars and busses carry signs to indicate when skating is permissible in Roger Williams Park; while the Rhode Island Auditorium, on North Main Street, advertises skating on artificial ice. At Meshanticut Lake, Cranston, is a heated log cabin for the comfort of skaters, and flood lights illuminate the lake at night. Most of the skating is done on inland waters similar to the above, as Narragansett Bay remains free of ice for the greater part of each winter. Toboggan slides of note are the ones at Neutaconkanut Hill, Providence, and Fairweather's slide in Cumberland. The New York, New Haven and Hartford Railway attracts many patrons with special week-end 'snow trains' to points north during the winter months.

Golf. The public and private golf courses, over thirty in number, are scattered over the whole State. Many of the clubs and courses — such as Metacomet, Pocasset, and Sachuest — derive their titles from our Indian predecessors. At least twelve of the local courses are open to the public at nominal fees. Tournaments are held annually to decide club, district, junior, and State championships.

Athletics. Baseball and football of the sand-lot variety flourish within the State, although there are no organized professional teams in these sports. Each community has its near-by field, to which hundreds of spectators are attracted by amateur contests. Rhode Island's public and private schools compete in different divisions, while local college teams figure prominently in intercollegiate contests.

Indoor sports, such as basketball, track, swimming, boxing, wrestling, etc., are fostered by the educational institutions, by Y.M.C.A. Boys' Clubs, and by smaller chartered athletic clubs. Public and private tennis courts are well patronized, and tennis players of national ranking participate in the annual Newport Invitation Tournament. Professional boxing and wrestling matches are common in Providence, being usually held at Infantry Hall on South Main Street, or at the Rhode Island Auditorium. The Auditorium houses an organized professional team in the International American Hockey League. College, schoolboy, and amateur teams are also seen in action as part of this rink's activities.

A sport of long-standing popularity in Rhode Island is soccer football. Each year new leagues and new teams are seen in competition. Soccer is included among college, secondary, and schoolboy athletic sports, while semi-professional and amateur teams receive enthusiastic support. The larger fields devoted to soccer are in Pawtucket, Providence, Thornton in Johnston, and Westerly. These four sections are represented by playing units in the New England division of the American Soccer League.

Hiking. Miles of quiet country roads and long stretches of accessible shoreline are suitable for walks. Most of the State reservations afford the advantages of forest trails and paths. Narragansett Trail, which extends from Worden's Pond, South Kingstown, to Greenfalls Pond, Connecticut, is the longest and best marked route for hikers within the State. This trail was laid out by the Narragansett Chapter of the Appalachian Mountain Club, with field headquarters at Worden's Pond, and is maintained by that organization.

Amusement Parks. During the summer months, amusement resorts situated on the shore are enjoyed by a large number of persons. Offering all types of amusements and concessions, they are generally open from about the first of June until Labor Day. Such resorts are found at Rocky Point and Oakland Beach in Warwick, Crescent Park in East Providence, Island Park at Portsmouth, Newport Public Bathing Beach in Newport, and Atlantic Beach at Westerly.

CONSERVATION

The State is now engaged in an extensive park program designed not only to offer recreational facilities but also to protect its plant and animal resources. Rhode Island has two State forests, both acquired in 1932 — the George Washington Memorial Forest in northwestern Gloucester, and Wickaboxet State Forest in West Greenwich. Both of these are used for experimental purposes, and for the breeding and protection of birds and wild animals. Deer, rabbits, squirrels, quail, partridge, and pheasants may be found there in abundance. The forests are game sanctuaries, and no hunting is allowed.

In addition to its State forests, Rhode Island owns or controls 41 other parks and reservations, containing nearly six thousand acres of land, some wooded, some open, and some consisting of sandy beach areas. These reservations are controlled by the Division of Forests, Parks and Parkways, in the Department of Agriculture and Conservation. The present State park system is the outgrowth of a movement dating back to the founding of the Public Park Association in 1883. In 1900, Henry A. Barker of Providence prepared for this association a plan of a park system for Providence and its vicinity, which led to the organization in 1904 of the Metropolitan Park Commission. In 1922, the Commission was enlarged to become State-wide in scope, and in 1935 it was replaced by the above-mentioned division. In addition to the public recreation facilities supported by the park authority, the Division of Roads and Bridges maintains a number of picnic groves along heavily traveled highways.

Outside of the reclamation work being done by the division of forests and parks, the Federal Government has established and financed five Civilian Conservation Camps on State-owned reservations. At the close of 1935, the Federal Government was employing nine hundred men in these camps, and was also considering the development of about 13,800 acres in the western part of the State as national forests or parks.

In connection with water resources, the State Planning Board in 1936 recommended some thirty-two projects for completion at various dates before 1957. These plans include better sewer systems in the Blackstone, Pawtuxet, Moshassuck, and Woonasquatucket valleys; harbor improvements at Providence, Newport, and Little Narragansett Bay; and the enlargement of ten or more reservoirs for local water supply systems.

The board has also recommended several flood control projects, particularly in the Blackstone Valley, a re-survey of oyster beds, starfish control, and the elimination of pollution in State waters. The establishment of a State marine biological laboratory has recently been authorized.

In respect to recreation, which features prominently in the conservation program, the board reported in 1936 that to the 5975 acres of State reservations of the preceding year had been added 377 acres in Cumberland and 16 acres at Scarborough Beach. Two projects are on foot for Federal purchase of 10,365 acres as State forests, and 4000 acres for the Beach Pond Reservation. The board has also undertaken a careful survey of transportation facilities, including plans for improving the physical appearance of local roadsides.

Among natural forest sanctuaries for birds and animals are the Beach Pond and Dawley Parks, George Washington Memorial Forest, Wickaboxet and Burlingame Reservations. In these reserves, partridge and quail are restocked, alder, dogwood, willow, and highbush blueberry are planted as cover for birds, and food is scattered when the natural supplies are snowed under. The Kimball Bird Sanctuary, consisting of twenty-nine acres in Charlestown, is stocked with food during the winter, and there are a few other reservations throughout the State which feed and protect the birds.

A R C H I T E C T U R E

IT IS impossible to determine exactly the sort of houses that Roger Williams and his friends built in 1636, when they settled around the spring on what is now North Main Street, Providence. Scanty documents suggest that they were very crude log huts, roofed with bark or thatch, and plastered with clay. If chimneys were built, they too were of plastered logs.

Within a very few years, as carpenters and stone masons moved in to the new settlement at the head of Narragansett Bay, these temporary huts were replaced by larger and more permanent dwellings. But even these, in Providence at least, were more picturesque than comfortable. All the houses of this early period have been destroyed, most of them during King Philip's War in 1675-76; but Norman M. Isham, working in the final years of the nineteenth century, found enough remains to reconstruct their original appearance. Houses in the Providence area — that is, almost the entire northern half of the Colony — were derived from the simple rugged homes of the medieval English yeoman. They had usually one lower section called the fire-room, and a small half-story chamber above. The structures were framed of heavy hand-hewn timbers, sometimes vertically boarded, sometimes studded and plastered inside, covered with clapboards and roofed with shingles. An enormous chimney occupied nearly an entire end of the house. Into this, in the lower room only, was built a huge fireplace, usually about eight feet wide, four feet deep, and six feet high. Inside the fireplace were cranes on which pots might be hung, and in one end was an oven for baking. Alongside the fireplace was a stairway, little more than a ladder, which led to the chamber above. At first the few windows were covered with paper soaked in linseed oil, and protected by wooden shutters. Later the paper was replaced by glass, usually set in wood with square panes, sometimes leaded with diamond-shaped panes. These houses were small, with very little decoration inside or out.

While this type of dwelling was being built in the Providence area, the settlers of Newport and South County were building houses similar to the so-called Connecticut type. These had a central chimney, straddling the roof ridge and dividing the house into two equal-sized lower rooms,

with a fireplace in each. Two half-story upper chambers were reached by a stairway alongside each fireplace. At Wickford, builders employed both the South County and the Providence modes of construction.

As mentioned above, none of these earliest houses remain. All but five were burned by the Indians, and the rest have subsequently disappeared. A copy of the Roger Mowry House of Providence, based on the measurements made by John Hutchins Cady, has been erected in recent years on the estate of Albert Lownes in South Kingstown.

As the settlers rebuilt their homes after King Philip's War, those in Newport and South County appear to have adhered to the earlier forms, but the Providence builders began to experiment. Some two-story houses were erected, but the most distinctive innovation was to build two fireplaces in the large end-chimney, separating them by a wall which divided the former fire-room into two equal-sized rooms. The plan was still rectangular, and the upper floor was supported partly by the side girts, or wall beams, and partly by a large center 'summer beam' ('summer,' from Norman French *sommier*, from Low Latin *sagmarius*, meaning 'pack horse'). At the rear of the house, a lean-to or pent was sometimes added. During this period, which extends up to 1700, all the chimneys were built of stone, and on this single feature nearly all efforts at decoration were lavished. The stone masons were either from England or had learned their trade from English masters. They adorned the caps of the chimneys by laying in several courses of flat stones, in imitation of the ancient chimneys of the homeland. Pilasters added to the monumental appearance of these piles of masonry, many of which survive today with virtually new houses built around them.

The interiors of this time have been pictorially imagined by Mr. Isham. 'Inside the house the sanded floor, the blackened fireplace with its volume of roaring and writhing fire, the summer and joists, the posts and girts all frankly showing, all beautifully planed and champfered with all the care the ancient craftsman could bestow, must have had a fine effect.' A few houses of this period survive, although most have been greatly altered: the Thomas Clemence House in Manton (*see Tour 11*), the Thomas Fenner House in Cranston (*see Tour 2*), and the Eleazer Arnold House in Lincoln (*see Tour 4A*). These houses were built between the approximate dates of 1650 and 1690. The Eleazer Arnold House (1687) is in the most nearly original state, retaining its great end chimney and floor plan. The pitch of the roof in back has been raised above the pitch of the chimney wall; the original high-peaked gable in front, and the small casement windows, have been replaced by an ordinary sloping roof and sash win-

dows. But these and other minor alterations are not recent. The house is now owned by the Society for the Preservation of New England Antiquities.

The next distinct period of Rhode Island architecture extended from 1700 to approximately 1730. It was marked by enlargement of the former plans, some additional experimentation on the old forms, an increased tendency to beautify the interior, and notably by the introduction of brick chimneys. The beginnings of the great shipping fortunes of the later eighteenth century were being accumulated at this time, and increased wealth led to increased outlay for homes. Philip Tillinghast, on lower Towne Street in Providence, had a house 30 by 40 feet and two stories high, with five handsomely decorated rooms on each floor. This building has disappeared, but surviving houses of the first quarter of the century are the Cushing House, formerly the White Horse Tavern, in North Providence (before 1700) (*see Tour 11*); the Edward Searle House in Cranston (1671, rebuilt 1728) (*see Tour 2*); and the Tucker House on the Lownes estate in South Kingstown (1731) (*see Tour 1*).

After the first quarter of the eighteenth century, Rhode Island architecture, as well as that in the other Colonies, began to be influenced by the classicism of the English Renaissance. The change came very slowly. At first the large center chimney was retained, with three fireplaces on each floor. Symmetry of fenestration, or window arrangement, was adopted, the usual pattern being that of five in the second story and four on the first, with the entrance door under the middle window. In some of the houses, such as that of Stephen Hopkins (*see PROVIDENCE, Foot Tour 3*), only three windows occurred in the lower tier, the door being placed with one window on one side and two on the other. The houses had projecting gables. Later, chimneys were built near the two ends, straddling the roof ridge and having two fireplaces apiece on each floor, thus accommodating all eight rooms. With the introduction of end chimneys, a central hall could extend through the house. At this time, also, began the more elaborate decoration of doorways with pediments, transoms, and pilasters. Many excellent examples of this type of house can be found throughout the State. A final evolutionary stage in what came to be known as 'true Providence Colonial' was the incorporation of two chimneys at each end of the house. An interesting survival of this remains in the end of the old Franklin House, which has been incorporated in the new School of Design building (*see PROVIDENCE, Foot Tour 1*); and an adaptation of it occurs in the two highest outer pediments of the Providence County Courthouse (*see PROVIDENCE, Foot Tour 1*).

The use of wood for building continued until after the first half of the century, when the greater availability of brick diminished its usefulness.

American Colonial architecture of the Georgian period, 'the flower of American classicism,' was never subject to the stylistic excesses that ran through England in the later eighteenth century. There were several causes for this — the relatively austere simplicity of American life as compared with that of England and the Continent, the non-professional standing and the fortunate good taste of American designers and builders, and the wide circulation in this country of books and plans by certain English architects. These latter publications, ranging from small octavos to large folios, contained designs for public buildings, homes, and churches which served as fundamental plans for innumerable Georgian Colonial structures all along the north Atlantic seaboard. Most of the books were issued during the second quarter of the eighteenth century, when English architecture was still fairly conservative, and American builders often simplified and refined the English models. The largest, most famous, and admittedly the best of these publications was James Gibbs's 'Book of Architecture, Designs, and Ornaments,' first issued in London in 1728. Plate 30 in this volume contains three designs for church spires, one of which was used, without the slightest change except in the last window stage and in the decoration around the clock, for the First Baptist Meeting-House, erected in Providence in 1775 (*see PROVIDENCE, Foot Tour 1*). Adaptations of spire designs with complex and delicate arrangement of stages were sometimes unfortunate in America, and the ingenuity of the Baptist tower and steeple lies not only in its beautiful design but also in the faithfulness of its construction. The work had to be projected from a drawing, a horizontal section, and the scantiest of measurements and specifications. Much credit for this execution goes to James Sumner, a 'Master Workman of Boston,' who supervised the construction. The church itself, except for the projecting tower on the west and a subsequently added baptistery on the east, is of square design (80 by 80 feet) with a very low-pitched roof; both of these factors unite to give it an expansive, comfortable, even 'domestic' appearance. The side doors recall the old meeting-house tradition of convenient access to all citizens.

The architect of the church was Joseph Brown, one of the four brothers who figured so largely in Rhode Island's flourishing eighteenth-century commerce. He was not only an amateur architect but also a student of mathematics and astronomy, and was so well versed in philosophy that he became a professor of that subject in Rhode Island College, the institu-

tion which later bore his family name as Brown University. The 'College edifice,' where he taught, was of his own design, as were also the Market House (with Stephen Hopkins as collaborator) in Market Square, the comfortable residence at the present No. 50 South Main Street, and the beautiful mansion at No. 52 Power Street, designed for his brother John. This Power Street house (*see PROVIDENCE, Foot Tour 3*) is considered by many the finest of its kind in New England, and John Quincy Adams once declared it the most magnificent and elegant mansion he had seen on this continent. The house, square in plan and three stories high, is of 'late Georgian' character, with a low-hipped roof, delicately modeled parapet rail, and third-story windows that are not so high as those of the first and second floors. The dormers are embellished with elaborate scroll pediments. Admirable in elevation and mass, this brick edifice is accented by the unusual contrast of red sandstone and white wood trim.

Brown was less famous as an architect than his older contemporary, Peter Harrison, called 'the prince of amateurs' and considered by Fiske Kimball to be the most notable architect of Colonial America. Harrison was born at York, England, in 1716, and came to Newport in 1740, where he joined his brother as partner in a mercantile establishment. Unconfirmed accounts have linked his name with that of Sir John Vanbrugh in the design of Blenheim House in London; but his work on the draughting board in America consisted of drawing maps of Cape Breton and Newport during King George's War in 1745, and assisting in the plans of Newport's fortifications the following year. His first building was the Redwood Library at Newport, begun in 1748. In 1749, he was invited to Boston by the congregation that commissioned the building of King's Chapel, and his plans for the edifice were accepted. In 1761, he designed the Brick Market in Newport and Christ Church in Cambridge, the latter being the only edifice for which he collected a greater fee than a vote of thanks or a 'piece of plate.' His last building was the Touro Synagogue at Newport, begun in 1762, the year after he moved to New Haven, Connecticut, where he had accepted the commission of Collector of Customs. Harrison died at New Haven in 1775.

Rhode Island's third amateur architect, though chronologically the first, was Richard Munday, of Newport and Bristol, who appears first in the Newport civic records in 1713 as an innkeeper, later as a 'House Carpenter,' and in 1722 as a freeman (i.e., legal voter). His two great monuments are Trinity Church and the Old Colony House, both at Newport. There have been many disputes about Trinity's architect. Completely erroneous but persistent legends attribute the building to

Peter Harrison, who did not arrive in Newport until fifteen years after the church was erected. The resemblance of Trinity's plan and spire to that of Christ (the 'Old North') Church in Boston has led to an assumption that William Price, architect of the latter, influenced if not devised Trinity's plans. Circumstantial evidence unearthed by Norman M. Isham reveals beyond reasonable doubt, however, that Munday was the architect, and that Munday, as well as Price and many others, derived their plans from Christopher Wren — possibly from his St. James, Piccadilly, St. Andrew by the Wardrobe, or from doubtfully existent plans for a new St. Anne's, Blackfriars, to replace the church destroyed in the Great Fire. Munday's Old Colony House is a remarkably original work for its day. Georgian in mass and elevation, it has a gambrel roof surmounted by a deck and an octagonal cupola. It is of red brick, trimmed with rusticated sandstone and white wood, with a triple belt-course between the first and second stories. A startling feature of the building is a truncated gable pediment rising from the roof line to the level of the deck and almost encroaching upon the inner dormers. The beautifully fashioned woodwork of the doorway, with its surmounting balcony and window, is carried out in the interior, being especially noteworthy in the balusters and rail of the stairway, the wall paneling, and the benches of the old legislative chambers (*see NEWPORT, Foot Tour 1*).

A fourth architect, a practical builder during the last decade of the eighteenth century and the first quarter of the nineteenth, was John Holden Greene. Although working in the 'Early Republican' period, he clung with some tenacity to the Georgian precedent set by Joseph Brown. His earlier houses are more lavish than his later ones, but all have a definite air of solidity. He seems to have been more successful with wood than with brick; in using the latter material he was sometimes unable to avoid heaviness. Among the homes built by Greene in Providence are the Governor Elisha Dyer House, on Power Street, which he built for his own use; the Sullivan Dorr House, on lower Benefit Street; the Truman Beckwith House, at Benefit Street and College Hill, now occupied by the Handicraft Club; and the Crawford Allen House, at the corner of Benevolent and Megee Streets.

Greene distinguished himself as an ecclesiastical as well as a domestic architect, for he designed the First Congregational Church at Benefit and Benevolent Streets, Providence, which was erected in 1816. The steeple contains the largest bell cast in the foundry of Paul Revere and Son. The church is a free copy of the New South Church in Boston, designed by Bulfinch and since destroyed. The tower, resembling that of the First

THE BUILDER'S ART

IN THE latter half of the seventeenth century the staunchest part of a Rhode Island house was its end chimney. In surviving structures such as the Clemence House (about 1650) and the Eleazer Arnold Tavern (1687), this feature is well emphasized; in the former by contrast with the somewhat modernized exterior of the house, and in the latter by its magnificence.

Local use of English books on architecture brought, in the eighteenth century, a formality, if not quite a standardization, to American design. Rhode Island architects adapted the academic style according to their own individualities. Thus the body of the First Baptist Meeting-House has a distinctly American character, although the spire was copied from an English design. The Old Colony House at Newport, the John Brown House, and the John Carter Brown House show similar adaptations. The treatment of doorways, although occasionally ornate, attained a fine formal beauty.

The Crawford Allen House, Linden Place, and 'Hearthside' illustrate early nineteenth-century developments in individual treatment. The doorway of the Slatersville house, with its winged urn decoration, is individual to the point of being surrealistic.



CLEMENCE HOUSE, JOHNSTON

ELEAZER ARNOLD TAVERN, OR OLD STONE CHIMNEY HOUSE, LINCOLN





FIRST BAPTIST MEETING-HOUSE, PROVIDENCE



OLD COLONY HOUSE, NEWPORT



JOHN BROWN HOUSE, PROVIDENCE



'HEARTHSIDE,' LINCOLN

OLD BRICK MARKET, NEWPORT





ENTRANCE, JOHN CARTER BROWN (OR NIGHTINGALE) HOUSE, PROVIDENCE

LINDEN PLACE, BRISTOL





ENTRANCE, CRAWFORD ALLEN HOUSE, PROVIDENCE

IMMANUEL CASE HOUSE, WICKFORD





DOORWAY, SLATERSVILLE

Baptist Meeting-House in the proportion of its stages, was suggested by the work of James Gibbs. The main structure, rectangular in plan, is a significant fusion of both classical and Gothic *motifs*. The projecting tower on the west end has a portico supported by four Roman Doric columns. A portion of its pediment is cut away to allow the encroachment of a wide arched window — an audacious adaptation executed with a nice harmony. This is regarded as one of the finer churches surviving from the 'Early Republican' period.

The Nightingale-Brown House, at No. 357 Benefit St., is one of Providence's finest architectural monuments. It is probably the work of Caleb Ormsbee, whose only other recorded edifice is the First Congregational Church, erected in 1795, destroyed by fire, and replaced by the present structure in 1816. The house, magnificent in proportions, is three stories high and square in plan, with a pavilion surmounted by a pediment and a beautifully wrought balustrade surrounding the roof. The structural decorations are remarkable for the skill with which they have been executed — the quoins, modillions, and dentils have all been spaced and proportioned with great care and precision. The mansion stands just a block south of the John Brown House; there are no intervening structures, so that the two mansions form an imposing combination.

Although the most notable architectural monuments of the eighteenth and early nineteenth centuries were built in Providence and Newport, other thriving communities expressed their wealth and love of good living in mansions no less worthy. Wickford, busy with shipbuilding, had a Main Street lined with fine homes. The Immanuel Case House, at No. 64, is architecturally the best of these. Built in 1786, it is two and a half stories in height and has a gable roof with two chimneys, thus adhering to an earlier Colonial style. Dignified and restrained in its mass and elevation, it has a beautiful doorway framed by Ionic pilasters and a pediment, and the interior woodwork is remarkable for its originality. The towns of Warren and Bristol were also busy with shipping, and their prosperity was reflected in several mansions built in the first three decades of the nineteenth century. In Warren were the Waterman House (about 1820) and the Bliss-Ruisden House (1825) — two structures which, unfortunately, have suffered from Victorian rebuilding to the extent that their period character has been lost, although much of the interior woodwork was retained. The Waterman House has recently been demolished. The mansions in Bristol, however, have undergone very little change, and their architecture is at once magnificent and fanciful, especially on the exterior. The Howe-Churchill-Diman House (about 1809) is a well-

proportioned square edifice that catches the eye by reason of the eagles on its parapet. Antoinette F. Downing, author of a forthcoming book on 'Early Homes in Rhode Island,' thus characterizes an aspect of Bristol architecture of which this house is a salient example: 'Bristol building is especially notable for the variety of the parapet rails, now Chinese, now academic, now fantastic in detail, and this one with its Chinese Chippendale flavour and its sections raised above the main height is one of the best of many delightful examples.' Another mansion, 'Linden Place' (1810), is distinguished by a colossal portico. 'Hearthside,' in Lincoln, built in 1810 by Stephen Smith (*see Tour 4A*), is another good example of a mansion conceived with taste and originality. It is built of cut stone, with a rare and graceful double-curved gable and a huge portico of square piers.

Russell Warren, a native of Tiverton who had come to Bristol in 1800, was the architect of 'Linden Place' and probably had a hand in the design of the Howe-Churchill-Diman House, to say nothing of several mansions that have since been destroyed. Before leaving Bristol for Fall River and New Bedford, Massachusetts, and eventually Charleston, South Carolina, he collaborated with Major James C. Bucklin on several Providence buildings. The work of these two architects represents the best in the local transition from 'Early Republican' to the 'Neo-Classic' or 'Greek Revival' style. They collaborated on the design of the famous Providence Arcade, the only surviving example of many similar structures erected in America between 1820 and 1830. A pediment at the Westminster Street entrance, and an attic at the Weybosset Street end, are both supported by massive Ionic monoliths weighing thirteen tons each. They also designed the Providence Athenaeum, a gray stone building with a low-ridged roof and a plain loggia supported by two Doric columns — an altogether simple and impressive structure. Bucklin was an apprentice to John Holden Greene, and among his individual works are Manning Hall at Brown University, the Butler Hospital, and more than 100 of the textile mills that are so familiar a sight to the New England traveler. Whether or not Russell Warren's removal to Charleston has any relation to the fact, it is an interesting coincidence that South Carolina and Rhode Island simultaneously saw the first erection of mills designed by a professional architect.

The 'Gothic Revival' in America gave several notable churches to Rhode Island, including the Cathedral of Saints Peter and Paul, Grace Church, and Saint Stephen's Church, all of Providence, not to mention several later churches in Pawtucket, Woonsocket, and elsewhere. At-

tempts to adapt Gothic spires and pointed arches to home design were eminently unsuccessful, and the movement found its way into a few office buildings and schoolhouses, with an effect that is picayune and strange.

The 'Hudson River bracketed style,' marked by a lavish use of jigsaw ornaments, had its day in Rhode Island as elsewhere. The typical house in this style is perfectly square, with a flat roof which projects beyond the walls. Below the projection, as well as below the cornices on windows and doorways, are supporting brackets shaped with all the ingenuity of a mad sawyer. From these brackets, which first prevailed on homes along the Hudson River, the style took its name. Occasionally the style is varied by the use of the mansard roof — a sort of cap, added where the top of a house might normally end, with steeply sloping sides broken at regular intervals by dormer windows. Examples of both types of houses are numerous in the old residential section paralleling Broadway, in Providence, and on the city's east side, in the region of upper Williams, Power, and Charles Field Streets. They were especially popular during the years just following the Civil War. It must be noted that very often the interiors of these houses were decorated in good though somewhat luxurious taste, with high ceilings, striking mouldings, decorated chandelier outlets, and silvered glass door-knobs.

Following the 'Hudson River style' came a succession of Italian villas, Swiss chalets, and hybrid houses which adapted the cupola as decoration rather than as a look-out point, the result being to make the cupola an excrescence rather than an integral part of the structure. These may be found throughout the State, but especially on upper Washington Street and Broadway in Providence.

In the 1880's a Romanesque influence came to America. Houses which evidence this influence are frequent and unattractive. Providence offers a few public buildings of Romanesque design, such as Memorial Hall (Rhode Island School of Design) on Benefit Street, and Sayles Hall on the middle campus at Brown University. These buildings enjoyed a period of admiration, but attract little attention today.

At the turn of the century, Rhode Island began to witness a return to the Georgian and 'Early Republican' modes of architectural design. Many of the palaces on Newport's Ocean Drive, designed by McKim, Mead and White, show a return to the Italian Renaissance, which indirectly influenced the Georgian; but the firm's Rhode Island State House is much less extravagant in expression. Following the classic capitol style with its peristyled dome, this edifice of Georgia marble has a façade

in which ornamentation has been reduced to a simplicity definitely reminiscent of the Georgian and 'Early Republican' periods. The building has been criticized because of a slightly overweighted pavilion and the four decorative domes at the base of the large one, but the façade represents a successful version of Italian Renaissance and American influences. The relation of window space to mass, and the absence of cornices, pediments, and other projections, show a refinement particularly American. Pilasters, keystone ornaments over the arches in the panels of the first tier of windows, and carved festoons between the second and third tier, have been employed with pleasant economy. G. H. Edgell, former Dean of the Faculty of Architecture at Harvard University, has commented thus: 'For a civic building, America — both lay and professional — demanded not only power, but restraint. The Rhode Island State House embodies both.'

The Providence County Courthouse (1933) and the new School of Design building (1937), rising on opposite sides of College Hill, constitute an impressive and well-integrated group of modern buildings designed in a frankly reminiscent style. Of red brick with limestone trim, these steel-skeletoned structures have the familiar fenestration of older and smaller Georgian houses, with the Palladian windows, sunken arch panels, and restrained decoration of the 'Early Republican' period. The tower on the Courthouse, with its well-proportioned stages, is appropriately suggestive of a past era, but is actually without any precedent. The group was designed by Jackson, Robertson and Adams of Providence. Another modern building of 'Early Republican' style is the Pawtucket High School, which can best be seen from the west end of the High Street Bridge.

Two other derivative modern buildings, smaller in scale, deserve mention — that of the Providence National Bank (1929), and that of the Providence Gas Company (1924). The former, a narrow structure three stories high, is of the usual red brick with limestone trim and white-ribbed windows. Three unassuming Georgian dormers rise above the roof on the third floor; the single windows on each side of the doorway are arched and expansive, while the middle window in the second story has side lights and is surmounted by an elliptical pediment supported by pilasters and generously adorned with modillions and other decorations. Between the first and second stories is a balcony of iron grillwork. The Providence Gas Company building is notable chiefly for its double-curved pediment reminiscent of the Joseph Brown House. Wallis E. Howe, of the Providence firm of Howe and Church, designed both structures.

Modern domestic architecture in Rhode Island has shown a definite swing toward the Georgian and 'Early Republican' motifs. Many residences along Blackstone Boulevard, and in the region between the Boulevard and Morris Avenue, derive their proportions and essential structure from the earlier types, but refinement of design and material prevents them from being 'copies' — the architects have bowed to the past only in using a skeleton that has stood a long test.

The skyline of Providence is dominated by the twenty-four-story Industrial Trust Building, the only structure in the city with an avowed vertical design. Of limestone with granite base, the building measures 416 feet from the sidewalk level to the top of its lantern on the central tower; and its recessions begin at the height of fifty feet, repeating at the ninth, fifteenth, and twenty-second stories. The building's ground area, 140 by 200 feet, demanded a structure sixty feet greater in length than in width, so that it has two silhouettes — broad from the east or west, narrow from north or south. Its shape is like a broad letter H, and its units consist of a square central tower with rectangular wings on the north and south which in their turn have projecting square wings at their outer angles. The proportions of the building, the relative height of the wings, and the judiciously designed setbacks combine to make the building a handsome and satisfying structure, whether viewed in its north-south or its east-west character. Verticality is emphasized by shallow buttresses reaching a simple peak slightly above the roof lines of each wing, and by the broader angle piers. The piers and buttresses are channeled at the base and at the top, forming virtually the only structural decoration. A wide belt-course encircling the building beneath the first stage, or fifty-foot level, contains bas-reliefs depicting commercially significant inventions — an early railroad train, the first steamboat, and so on — carved in a naïve angular style. The central doorway projects slightly, is bordered by two wide piers, and is surmounted by an arched window rising to the belt-course; on either side of the doorway are two vertical windows, rectangular in shape and rising to the same height. The lantern surmounting the central tower serves as a beacon at night, its red neon glow being visible for many miles, and it also conceals the building's chimney. Walker and Gillette, of New York, and George Frederic Hall, of Providence, were the architects. The building was opened October 1, 1928.

Several monumental works recently erected in Providence are worthy of note. The Benedict Monument to Music, usually known as the Benedict Memorial, was dedicated in 1924. It is a Greek colonnade, constructed of marble, and set on a wide marble base in the middle of a natu-

ral amphitheater in Roger Williams Park. William T. Aldrich, formerly of Bellows and Aldrich, New York, is its architect. The World War Memorial, at Memorial Square, was designed by Paul Cret of Philadelphia. This massive fluted shaft, set on a polygonal base, rises to a height of 115 feet, and is surmounted by a heroic figure of Peace, carved in modern style with economy of line and emphasis on mass. The Roger Williams Memorial, designed by Ralph Walker, once a resident of Rhode Island and now a member of the firm of Voorhis, Gmelin and Walker, will be constructed on Prospect Terrace. Walker's design was chosen in a competition conducted in 1936 by the Rhode Island Roger Williams Memorial Association. Horizontal in mass and severe in its simplicity, the monument was designed not only as a fitting memorial to the founder of the State, but also as a structure appropriate to its commanding location above the city. Leo Friedlander of New York is the collaborating sculptor.

The architecture of Rhode Island, and especially that of Providence, clings in general to the design developed in the late eighteenth and early nineteenth centuries. Modern means of construction have served to amplify and enhance these styles, rather than to suggest radical departures. This may signify a lack of progress, but at the same time it is a testimony to the enduring qualities of an earlier mode of expression.

A R T A N D A R T I S T S

THE early history of the arts in Rhode Island has to do with the work of craftsmen — silversmiths, furniture-makers, carpenter-architects, and others — who were engaged in supplying the articles needed for convenience and comfort or desired for ostentation in the home. Aside from a relatively small number of existing pieces that have been definitely ascribed to individual makers, it is difficult to ascertain how much of this early output was produced by residents of the Colony, whether trained workers or amateurs, and how much by itinerant craftsmen from other communities. Nevertheless, the examples that have lasted through the years speak more eloquently of the life of a people creating a new society in a virgin country than many a written history. The early colonists of this territory were of course English, and their cultural and economic development was deeply rooted in the traditions of the mother country. Rhode Island, perhaps more definitely than any of the other New England States, is even at the present time extremely conscious, in all cultural matters, of the Colonial tradition.

The first art work of exceptional quality in Rhode Island appears in the field of silver-smithing and furniture-making, both crafts producing masterpieces that are cherished today in homes and museums of the State. The silver craft seems to have had more practitioners, and is of especial significance because of the relation of its early development to the present-day jewelry and silverware industry of Rhode Island. In order to obtain a clearer understanding of the reasons underlying the rise of these finer crafts, the geographical positions of the communities of Providence and Newport must be taken into account for their effect upon commerce and the resulting distribution of wealth. Providence, situated at the head of Narragansett Bay, was at a distinct disadvantage in bidding for the sea trade that found Newport's harbor so easily accessible. The former community, settled for the attainment of religious liberty, nevertheless imposed restrictions on its inhabitants that did not allow the latitude of thought and resultant cultural development possible in the more cosmopolitan and commercial city of Newport. It naturally followed that, up to the time of the Revolutionary War, skilled artisans found the atmosphere of the seaport and of the neighboring farming

community of Narragansett more favorable than Providence for the development of crafts. Nevertheless, Joshua Doane, who died in 1753, and Saunders Pitman (1732-1808) were important silversmiths of Providence in the pre-Revolutionary period. Arnold Collins was probably the earliest silversmith of importance in Newport; he executed a seal for the Colony in 1690 and later a beaker which was bequeathed by Joseph Church in 1711 to the United Congregational Church in Little Compton. It is thought that Collins may have been the instructor of Samuel Vernon (1683-1737), generally considered the greatest of all Newport craftsmen, and one whose work exists today in considerable quantity. Nathaniel Kay seems to have been an important patron of Rhode Island silversmiths in the late seventeenth and early eighteenth centuries, employing a number of the skilled craftsmen of the period. Among other notable craftsmen of this era in Rhode Island, mention must be made of Jonathan Otis of Newport and Samuel Casey of Narragansett. The former moved to Middletown, Connecticut, in 1778 because of conditions arising from the war. It is interesting to note that the occupation of Newport by the British at this time abruptly terminated the development of that city as the foremost community in the Colony, by forcing the rich sea trade and the skilled workers to Providence. Among Providence silversmiths of the post-Revolutionary period was Jabez Gorham, whose son established the industry that has given Rhode Island so prominent a place in the manufacture of silverware.

Although the furniture-makers of note were not so numerous as the silversmiths, the State can claim with pride the Townsends of Newport and the still greater Newport craftsman, John Goddard, who is believed to have developed his art as an apprentice to the Townsends. As with the silversmiths, the favorable conditions for the growth of the arts in Newport during the eighteenth century were operative among the furniture-makers. Mr. Norman Isham in an article on 'John Goddard and his Work,' in the bulletin of the Rhode Island School of Design for April, 1927, reprints an exchange of correspondence between John Goddard and Moses Brown of Providence, showing that in 1763 Goddard was engaged on some articles of furniture for Moses Brown, for a wife of one of his brothers, for Governor Stephen Hopkins, and for Jabez Bowen. He indicates that the British occupation probably ruined Goddard's business, and points to some evidence that the latter attempted to open a branch shop in Providence in 1782. Although a considerable variety of furniture came out of his shop, he is considered to have reached his peak in the making of secretaries and knee-hole desks, with block front and shell

carving. His work has a distinctive quality that leaves no doubt as to its origin.

In the profession of painting, Rhode Island claims several illustrious figures during the days of the Colony. John Smibert, one of the earliest of American portrait painters, was born in Scotland in 1688. He was at first a house painter, later working as a coach painter in London and making copies for dealers until admitted to the Art Academy. After three years of copying Raphael and other old masters in Italy, he came to America in 1729 with the Reverend George Berkeley. His painting of the Berkeley family, dated 1729, is now at Yale University, and is considered one of his best canvases. It is thought that Smibert did most of his work in Providence, moving later to Boston, where he died in 1751.

Robert Feke was another important figure among the early painters of Rhode Island. He was born at Oyster Bay, Long Island, and in 1742 married Eleanor Couzzens at Newport. The important economic and cultural development of Newport at this time attracted painters as well as craftsmen. Feke, however, worked in Boston, New York, and Philadelphia, as well as in Newport, although his period of painting was a short one. He took frequent sea voyages, about which little seems to be known; and while the quality of his painting is rated by some as second only to the work of Copley, he is strangely enough listed in the records of Newport as a mariner. There has been much dispute as to where this artist received his training. One of the best-known accounts states that Feke was captured by Spaniards during one of his sea voyages, and during his internment in Spain studied with some of the contemporary Spanish painters. This has never been proved, however, and careful research indicates that he was a self-taught genius. Even the place of his death is in dispute, as it has been variously reported that he died in Bermuda (in 1750) and in Barbados. Fortunately, there is no mystery about the fact that there are in existence today many fine examples of his work, including a self-portrait and a portrait of his wife, which are in the possession of his descendants in Providence, and portraits in the Newport Historical Society and the Redwood Library. Portraits of the Bowdoin at Bowdoin College, Maine, of Pamela Andrews at the Rhode Island School of Design in Providence, and of Charles Apthorpe in Cleveland are among his other important works.

Gilbert Stuart, of course, is the best known of Rhode Island artists, because of the distinctive quality of his work and the impressive number of portraits of outstanding personages of his time that he has handed down to posterity. He was born in the rich farming district of Narragansett in

1755, the son of a Scotchman who operated the first snuff mill in America. Stuart seems to have begun to paint at an early age, for he is known to have executed portraits of prominent Newport citizens before coming under the influence of Cosmo Alexander and accompanying the latter to Scotland. Returning to America two years later, he remained until the outbreak of the war; then, because of his Tory sympathies, he departed once more for England. There he painted for several years in the studio of Benjamin West, and in 1788 had become so much sought after that he opened his own studio. He painted many notables among both statesmen and fellow artists, his success continuing after his departure for Ireland. In the latter country, however, he seems to have fallen hopelessly in debt, and he returned to America in 1792. It was at this time that he began his long series of portraits of George Washington, of which one hundred and twenty-four are listed today. It is estimated that he painted nearly a thousand portraits before his death in 1828. The finest and most comprehensive collection of these may be seen today at the Pennsylvania Academy of Fine Arts in Philadelphia. Other excellent examples will be found in Providence at the Rhode Island School of Design and in private collections, and in Newport at the Redwood Library.

One more painter of the Colony should be mentioned before discussing the later development of Rhode Island art. Edward G. Malbone, miniature painter, was born at Newport in 1777, and received his early art training from a local scene-painter. He is said to have painted a portrait of considerable merit at the age of sixteen, and to have gone to Boston at nineteen, where he became the close friend of the painter Washington Allston. He worked later in New York and Philadelphia, but because of failing health went to Charleston, South Carolina, in 1800. The following year in London he painted his largest and most celebrated miniature, 'The Hours,' now part of the collection of the Providence Athenaeum. Charleston was his permanent residence for several years before his death in 1807. One hundred and fifty-seven miniatures by him are listed in 'Early American Portrait Painters in Miniature,' by Theodore Bolton. Five small portraits are included in the collection of the Rhode Island School of Design, and one is in the possession of Senator Theodore Francis Green of Providence.

It will be seen that Rhode Island in the Colonial period was not a center for the training of artists, but that native sons left their local environment to seek training in larger American cities or in Europe, and the few self-taught artists sought the association of already established painters and developed their skill through these contacts. They drifted back to Rhode

Island after achieving reputation in their profession, and painted important figures among their contemporaries. With the decline of interest in cultural matters that accompanied the nineteenth-century industrial development, art activity in Rhode Island became more local in character; and although some painters still went to Europe to study, no really notable figures were produced among them. Interest increased greatly in the latter half of the century, as indicated by the founding of the Rhode Island School of Design by the Metcalf family in 1877. The Providence Art Club was founded in 1880 by a group of landscape and portrait painters, and a bond of mutual understanding existed for many years between the artist and lay members of the organization.

The direction of Rhode Island painting at this time was affected by the influence of the Barbizon School in landscape work and to a great extent by the Munich school in portraiture. Marcus Waterman, George Whitaker, Thomas Robinson, Edward Bannister, Sidney Burleigh, Stacy Tolman, and Frank Mathewson were among the prominent artists of this period. Of the specialists in portrait painting, James S. Lincoln (1811-88), a native of Taunton and first president of the Providence Art Club, is credited with more than four thousand portraits, among which those of eleven Rhode Island governors now hang in the State House at Providence. Hugo Breul, pupil of Lenbach, was a less prolific painter, but produced some of the strongest portraits of this period in Rhode Island's art history. However, the nature of the times and the trend of American life did not foster a virile indigenous art in Rhode Island, any more than it did in other regions. Portraiture became too objective, too matter of fact and literal, to reach the plane of the Colonial painters, and landscape painting went to the other extreme in a too direct expression of sentiment. Among artists of the early twentieth century, Charles Walter Stetson achieved more recognition outside the State than any other of his group. His painting is allegorical, contrasting sharply with the work of his Rhode Island contemporaries in its imaginative quality and greater richness of color. He is represented in the Corcoran Gallery at Washington, D.C., the Boston Museum of Fine Arts, the Pennsylvania Academy, and the Rhode Island School of Design.

The founding of the Rhode Island School of Design was one of the most significant events in the record of Rhode Island art activity during the nineteenth century. It established a training center for artists and, with a fine arts department as a nucleus, developed other departments to train artisans for the various industries of the State. During the last twenty-five years, the curriculum of the school has been reconstructed in

order to give students of the fine arts a deeper understanding of the motives and procedures of their creative contemporaries. Courses in the applied arts have been readjusted to the changing requirements of industry.

Among the independent painters in Providence, as in other places, there has been a considerable cleavage of viewpoint, a natural result of the confusing influences that have affected American painting. New movements are slow to penetrate a tradition-bound community, and the belated influence of Impressionism coming in the years just preceding the World War resulted in a poetic and colorful type of landscape painting that is characteristic of the work of a considerable group at the present day. The famous New York Armory Show of 1913 went almost unnoticed in Rhode Island, and it was not until the 1920's that broadened instruction at the School of Design, together with occasional exhibitions of modern painting in Providence, made post-Impressionism an active influence and stimulated a group of young painters to organize under the name of the Younger Rhode Island Artists. Although these young painters have not found wide favor in the State, their work has been sincere, individual, and thoughtful, and has contributed a valuable counter-balance to conservatism in the history of Rhode Island painting. Among artists trained at the School of Design who have left the State and attained recognition elsewhere are Niles Spencer and Mischa Reznikoff, painters, Robert Nisbet, A.N.A., painter and etcher, and Arthur W. Heintzelman, etcher.

The art projects developed through the Federal Works Progress Administration are making an important contribution to contemporary art in Rhode Island. A mural painting was executed by Edward Dubuque for the children's room in the Providence Public Library; historical compositions for the same institution were painted by Waldo Kaufer, Albert Gold, and Joseph McCarthy; and a mural was completed by Gino Conti at the Rhode Island State College in Kingston. Some of the most vital and enduring work of the W.P.A. group has consisted of independent creative expression in the mediums of painting, etching, wood engraving, and sculpture, and important examples of this work have appeared in national exhibitions at the Modern Museum of New York, in Washington, and at the Federal Art Gallery in Boston. The work in Rhode Island for the Index of American Design has been carried on under careful supervision in a well-organized unit, and many beautifully executed plates have been produced that constitute a valuable record of the early crafts. Without the encouragement of the W.P.A., it is doubtful if many of the younger creative artists could have continued in their profession.

Among the State's art collections, those of the Museum of the Rhode Island School of Design are the largest and most comprehensive. The Pendleton House, a Georgian building erected to house a magnificent collection of early furniture, is one of the gems of the Museum, both for the rarity and quality of the pieces it contains and for the perfect harmony of setting and arrangement. The main building of the Museum also contains valuable collections in the field of early American craftsmanship, with rare examples of silversmiths' and jewelers' work, furniture by the Goddards and Townsends, as well as interesting and often unusual pieces of farmhouse furniture. In early American painting, Copley, Stuart, Smibert, and Malbone are represented by fine examples, and the somewhat more primitive art of the period is shown in paintings by Baxter. Among later American painters represented are Homer, Sargent, Ryder, Thayer, Cassatt, Bellows, Henri, Luks, Dewing, Innis, Davis, Fromkes, Doris Lee, Millard Sheets, and Burchfield. The French gallery contains a comparatively small group that includes, however, some very choice canvases. Among the earlier items are works by Gericault and Delacroix; several Monets represent the Impressionist school; and there are examples of Cezanne, Van Gogh, Renoir, Derain, Gauguin, Modigliani, and Surville, among the post-Impressionists.

The Oriental collection has been expanded greatly by the gift by Mrs. John D. Rockefeller, Jr., of eight hundred Japanese prints, and the more recent gift by Lucy Aldrich of a rare and superb collection of Japanese Nō Drama costumes and priests' robes. Miss Aldrich was also the donor of the eighteenth-century English room, paneled in pine. Another recent acquisition is the great wooden Buddha, now enthroned in a shrine in one of the corner galleries. Large Chinese paintings on silk and a few terracotta figures form one of the most impressive groups in the Oriental section; while the adjoining gallery houses a magnificent display of Persian miniatures and pottery of the early period. In the center of the Persian gallery is an elaborately carved wooden tomb that was sent to London a few years ago for the great Persian exhibition. Renaissance paintings of Italian and Spanish origin form an interesting group; an El Greco is outstanding in the small Spanish collection; and among the Flemish paintings, a canvas of 'The Money Changers' is almost identical with one owned by the Museum of Antwerp, Belgium. Earlier epochs in art history are represented in the small but significant Egyptian section, with notable examples of Coptic textiles, jewelry, glass, and encaustic painting, in the gallery of Greek and Roman sculpture, and in the glazed brick lion panel from the walls of Babylon.

The Annmary Brown Memorial contains a considerable collection of paintings that vary greatly in merit and style, many being the products of a nineteenth-century school of Italian painting which, however technically proficient, was more literary than esthetic in content. Among the more notable items to be found here are portraits of the Earl of Chatham by Copley, 'An English Officer' by Sir William Beechey, George Washington by Trumbull, Gilbert Stuart by Benjamin West, and John Trumbull by James Frothingham, a small allegorical composition and a large full-length portrait of the Countess de Waldgrave by Sir Thomas Lawrence, a copy of the Velasquez portrait of Innocent X, a landscape by Hobbema, a Holy Family attributed to Del Sarto and one of the same subject attributed to Rubens, a canvas by Ribera, a portrait by Pourbus, two very interesting portraits of the German School, and a painting by Thomas Couture. Among later American artists represented are Eastman Johnson, Daniel Garber, and Gari Melchers.

Art interest in Westerly centers around the gallery donated by the Wilcox family to hold their private collection of paintings. This gallery is a part of the Westerly Library building. The collection which it houses includes family portraits, landscapes and genre paintings by American and European artists, and a portrait attributed to Rembrandt. The gallery has stimulated community interest in art by sponsoring exhibitions from time to time of work by artists of the southwestern part of the State.

Also in the southern section of the State is the Gilbert Stuart House, birthplace of the artist, now maintained as a museum; and the South County Museum in Wickford, containing examples of the various early American crafts and folk arts.

In Newport, the Redwood Library contains items of historical and esthetic interest, and the Art Association maintains an active interest in contemporary art. A small art school is maintained here, and the gallery for exhibition purposes is the largest of its kind in the State. The outstanding exhibitions of the association occur during the summer season.

Although the activities of these various institutions indicate a decided interest in the arts throughout the State, this interest is largely conservative; it is inclined to emphasize achievements of the past, and to bestow credit only on the art of today that seems outwardly to adhere to accepted traditions. The art that is a true and vigorous expression of contemporary civilization does not strongly appeal to the average Rhode Islander, and its infusion into the local cultural picture is a slow process — though happily one that is making definite progress.

L I T E R A T U R E A N D J O U R N A L I S M

LONG before any local press was established in Rhode Island, several of the more prominent colonists were writing political pamphlets and sermons which were published in England and Boston. Many of these works contain illuminating references to Colonial customs and habits, but for the most part their contents are interesting only to the student of history. The works of such men as Coddington, Gorton, Clarke, and William Aspinwall were very influential in their own day; and 'The New England Almanac for 1645,' by Christinas Ludowic, the first Rhode Islander to write an almanac, undoubtedly was of contemporary importance. Outstanding among these early works is 'The Key into the Language of America,' by Roger Williams, which is still valuable as a phrase book of Indian terms. Each one of its thirty-two chapters is interspersed with the author's observations on conduct and morals, and the chapters end with stanzas of quaint verse. The following lines are typical of this interesting book, which is the most good-natured and uncontroversial work from Williams' pen:

God gives them sleep on Ground, on Straw, on Sedgie Mats or Board
When English Softest Beds of Downe, Sometimes no Sleep Afford.
I have Knowne them leave their House and Mat, to lodge a Friend or Stranger
When Jews and Christians oft have sent Christ Jesus to the Manger.

The next important literary works date from the eighteenth century. Dean Berkeley arrived at Newport in 1729, and while residing in Middletown wrote his famous poem 'On the Prospect of Planting Arts and Learning in America,' which contains the oft-quoted line, 'Westward the course of empire takes its way!' While in Middletown the worthy Dean also wrote 'Alciphron,' which is a commentary on English society, the customs of the mother country being described as if they were flourishing in the Rhode Island scene. In 1726, Benjamin Franklin's brother James sought refuge in Newport from religious and civil persecution in Massachusetts. He established the first press in Rhode Island, and in the year of his arrival published 'Poor Robin's Almanac.' The first newspaper in the

Colony, the *Rhode Island Gazette*, came from his press on September 27, 1732; it failed after seven months, however, because of lack of support. From the same press in 1758, Franklin's son, also named James, issued the second Rhode Island newspaper, the *Newport Mercury*. This paper has been published continuously ever since, except for a short time during the Revolution while the British were in Newport. The type for the *Mercury* was a gift to the younger James Franklin from his famous uncle, Benjamin. Besides news and advertising, the *Mercury* often contained essays and poems.

John Maylem, a poet often confused with his father of the same name, was born in 1739 and spent his boyhood in Newport. He enlisted in the army in 1756, and from his experiences in the French and Indian War he drew material for two poems published in Boston in 1758, 'The Conquest of Louisburg' and 'Gallic Perfidy.' The former was reprinted in Newport in 1775; and Joseph Brown Ladd, a poet of the next generation, mentions Maylem's continued popularity.

The *Providence Gazette and Country Journal* was first published in 1762 by William Goddard, who had established in that year the pioneer press of Providence. Stephen Hopkins often contributed to the *Gazette*, which came to have a broad influence in the pre-Revolutionary period. Its publication was suspended for fifteen months from May 11, 1765, because of the Stamp Act and poor support. John Carter took over the Goddard press and the *Gazette* in 1768. The typographical accuracy of his printing has received much praise.

The presses in Newport and Providence were active in the cause of the Revolution. Solomon Southwick, who took over the Franklin press in Newport in 1768, wrote and published 'Join or Die,' advocating the union of the American Colonies. He continued his agitation against the British in the *Mercury* until, on the approach of their army of occupation, he had to put his family in a small boat and flee from the city. For the most part, the Revolutionary literature in Rhode Island, as in the other Colonies, was of a political nature and usually in pamphlet form.

The next important newspaper to be established was the *Providence Journal* (1820). Its conservative and well-balanced editorials have since been of great influence on the social and civic development of the State. From 1820 to the end of the nineteenth century, sixteen other papers were founded which have continued to the present time. Among these the more important are: the *Newport News* (1846), the *Narragansett Times* (1855), the *Evening Bulletin* (1863), the *Pawtucket Times* (1885), the *Newport Herald* (1892), the *Woonsocket Call* (1892), the *Pawtuxet Valley Times*

(1892), the *Westerly Sun* (1892), and the *Cranston News* (1895). Along with the *Providence Journal* and the *Evening Bulletin*, the *Star-Tribune* is now one of the State's outstanding newspapers. It is a strongly Democratic organ. The *Star-Tribune* is the result of several mergers and changes in management dating back to the *Providence Evening News* (1891). In 1929, the paper became the *News-Tribune*; it acquired its present name in March, 1937.

Joseph Brown Ladd, born in Newport in 1764, was a promising romantic poet when he lost his life in a duel in Charleston, South Carolina, at the age of twenty-two. As a ten-year-old boy in Newport, he gained public attention by satirizing quack doctors in humorous verse. His father felt obliged to stop the boy's work in a Newport printing office when he published a humorous ballad about a generally respected minister, the Reverend Doctor Hopkins. Ladd depicted many Rhode Island scenes in his 'Poems of Arouet,' which were published in Charleston in 1786. His daring criticism of Samuel Johnson and his work on Ossian were remarkable considering his youth.

Rivaling the well-known 'Journey from Boston to New York,' by Madame Knight, is the story told in the journal of Patience Greene of North Kingstown. Her account begins in 1771, and traces the course of her religiously inspired travels throughout the Colonies, Great Britain, and Ireland. While in England she tried, unsuccessfully, to secure an audience with King George III, whom she later implored by letter to use his influence to mitigate the sufferings of African slaves in America.

In 1801, Paul Allen of Providence published a volume of verse. He edited in 1814 the 'History of the Expedition under the Command of Captains Lewis and Clark.' Allen's long poem, 'Noah,' was published in 1821 after John Neal had cut it to about one-fifth its original length. It has been said that 'the poem in its primeval proportions must have been peculiarly suggestive in quality and quantity, as well as title, of the events it celebrates.' Allen's short poems often show unusual merit, as in the case of his lines 'On Seeing a Grave Without a Stone':

Alas! no scutcheon'd marble here displays,
In long-drawn eulogies, thy name and birth;
Such servile homage, adulation pays
To a moldering clod of common earth.

The yellow cowslip and the violet blue,
Pallid daisy growing by thy side,
Are all, poor peasant, that remains to you;
But nature gives what haughty man denied.

Albert Gorton Greene, born in Providence in 1802, wrote at sixteen the popular humorous poem 'Old Grimes.' He also edited Captain Thomas Dring's 'Recollections of the Jersey Prison-Ship.' His large collection of literary works is now embodied in the Harris Collection of American Poetry at Brown University:

Hezekiah Butterworth, born in Warren in 1839, was for twenty-four years editor of the *Youth's Companion*. He wrote an interesting series of travel stories for young people, 'Zigzag Journeys,' that has been published in seventeen volumes.

While in the diplomatic service in Berlin in 1836, Henry Wheaton (1785-1848) published the first edition of his famous 'Elements of International Law.' Wheaton was born in Providence; he graduated from Brown University at sixteen years of age, and three years later was admitted to the bar. His works on Scandinavian subjects, particularly his 'History of the Northmen,' brought him international fame, and in 1830 he was elected to both the Scandinavian and the Icelandic Literary Societies. As a younger man, he was reporter for the United States Supreme Court between 1816 and 1828, and his notes in connection with that work earned the praise of Daniel Webster.

Rhode Island historians have, for the most part, written about their own State rather than about American history in general. Wilkins Updike's 'History of the Episcopal Church in Narragansett' (1847) is a history of the entire Narragansett Country; and his 'Memoirs of the Rhode Island Bar' (1842) is recognized as a valuable contribution to the chronicles of the State. The first volume of Samuel Greene Arnold's 'History of Rhode Island and Providence Plantations' was published in 1859, and was followed in the next year by a second volume. Arnold traces the development of Rhode Island from its founding in 1636 to its adoption of the Federal Constitution in 1790. His work is very detailed, and suffers only from being presented entirely in chronological order, without separate treatment of important social and economic topics.

In the middle decades of the nineteenth century, a number of important literary persons, not native to Rhode Island, visited the State and made mention of it in their work. Early in his career, William Cullen Bryant wrote a humorous 'Meditation on Rhode Island Coal.' John Greenleaf Whittier was close in spirit to the Rhode Island Quakers, and he assisted the Rhode Island abolitionists; his early poems 'Mogg Megone' and 'The Bridal of Pennacook' show the influence of Narragansett legends and tradition. Henry Wadsworth Longfellow spent several summers in Rhode Island, and one of his poems immortalizes the

skeleton in armor, found in near-by Massachusetts, which some people have associated with the Norsemen and the Old Stone Mill at Newport.

Edgar Allan Poe courted the Providence poetess, Sarah Helen Whitman, in her mother's house on Benefit Street and in the shady alcoves of the Athenæum. His suit was not successful, however. Some critics hold that Poe's famous lyric 'Annabel Lee' owes its inspiration to Mrs. Whitman. Her document defending him, 'Edgar Poe and His Critics,' created quite a controversy. She published 'Hours of Life and Other Poems' in 1853, and another volume, 'Poems,' appeared posthumously.

While living in Newport, Julia Ward Howe wrote poetry and sermons, and she often extended her hospitality to some of the most famous authors of the day; on one occasion, Whittier talked himself hoarse at her dinner table, and was obliged to spend the next day in almost complete silence. Bret Harte maintained a summer home in Rhode Island for five years, and among his poems on Rhode Island subjects are 'A Newport Romance' and 'A Grey-port Legend, 1797.' In 'Ships' he revived the old legend of a deserted ship, which drifted into Newport Harbor and then was blown out to sea, never to be heard of again.

Early in the nineteenth century, Mrs. Catherine R. Williams, a native of Providence, returned to Rhode Island from New York. Her 'Original Poems,' published in 1828, were immediately successful, and she wrote several volumes of biographical and historical fiction. Most of the material in her work was drawn from Rhode Island, and she was a well-known literary figure until she died in 1872, at more than eighty years of age.

George William Curtis was born in 1824 in Providence. Although much of his writing was concerned with contemporary problems of politics and slavery, the essays in his 'Potiphar Papers' are of permanent charm. 'Prue and I,' published in 1855, has a Rhode Island background, and was written in the Irving tradition. Curtis became editor of *Harper's Weekly* in the critical Civil War period, and his editorials in 'The Easy Chair' department were a notable feature of that magazine for many years. Augustus Hoppin (1828-96), writer as well as illustrator, published 'Hay Fever' and 'Two Compton Boys,' both dealing with Rhode Island scenes.

Three descendants of Thomas Hazard, who was one of the founders of Newport, have been prominent for their writings on old South County. Thomas Robinson Hazard (1797-1886), known as 'Shepherd Tom' because of his interest in sheep-raising, published in 1879 his 'Recollections of Olden Times,' and in 1882 a collection of discourses called the 'Jonny

Cake Papers,' containing some delightful pictures of Rhode Island. His brother, Rowland Gibson Hazard (1801-88), wrote on philosophical subjects, and corresponded with John Stuart Mill concerning the freedom of the will. His 'Language: Its Connexion with the Present Condition and Future Prospects of Man' may have been the outcome of discussions he had with Sarah Helen Whitman. Caroline Hazard, president of Wellesley College 1899-1910, has written biography and poetry, and she still contributes a bi-weekly column to the *Providence Journal*. She edited 'Nailer Tom's Diary,' or the journal of Thomas Benjamin Hazard (1778-1840), and Esther Bernon Carpenter's 'South County Studies,' which were first printed as a series of sketches in the *Providence Journal*.

Harry Lyman Koopman came to the Brown University Library in 1893; besides establishing a reputation as one of the foremost bibliographers of the country, he has written a number of poems. Early in the twentieth century, Owen Wister, already famous for his Western novel 'The Virginian' and his biography of Theodore Roosevelt, built a summer home in Saunderstown, Rhode Island, and continued to write there. Fanny Purdy Palmer (1839-1923) revived in many of her poems old legends and traditions of the State; she published in 1893 a bibliography of Rhode Island literary women, starting with 1720. Sara F. Hopkins was a pioneer newspaper woman who did her first work for the *Providence Journal* in 1885; between that time and her death in 1928, she contributed to *Harper's*, the *Atlantic Monthly*, and other leading magazines. Joseph B. Bishop (1847-1928), born in East Providence, wrote on political science and economics; in addition, he was the author of an excellent biography of Theodore Roosevelt, and the editor of 'Theodore Roosevelt's Letters to His Children.' Edna Adelaide Brown began to write her well-known books for children after 1911. Although Annie S. Peck (1850-1935) won renown in 1908 for her ascent of the Peruvian mountain later named for her, she also became known for her books on South America, particularly 'The South American Tour.' Early in 1924, Percy Marks published 'The Plastic Age,' a realistic novel of American college life which created a storm of criticism, protest, and praise. Although Maud Howe Elliott has published a number of other books, it was the biography of her mother, Julia Ward Howe, written in collaboration with Laura E. Richards, which brought her the widest renown. The book was awarded a Pulitzer Prize in 1917. Mrs. Elliott was born in Boston in 1854, and has lived in Newport for many years.

A number of contemporary Rhode Islanders have done distinguished work in various fields. Lawrence C. Wroth has given new life to such

Colonial figures as William Parks, Abel Buell, John Maylem, and others. The Reverend Urban Nagle has written a prize-winning play, 'Barter,' and other plays on religious subjects. In 1929, Walter S. Ball, of the *Providence Journal*, won a prize offered by Harper and Brothers and the *American Girl* magazine for the best book of fiction for girls; this book, 'Carmella Commands,' depicts many scenes familiar to Providence folk. Leonard Bacon has written some fine poetry, has collaborated with others in a number of distinguished translations, and is known for his volumes of satiric verse, 'Ph.D.'s' and 'Guinea Fowl.'

At least three authors now living 'down shore' in Rhode Island have supplemented distinguished magazine contributions with literary work in more lasting form. Albert Jay Nock has published several volumes of essays and a sympathetic biography of Thomas Jefferson. Henry W. Boynton, essayist and critic, has edited a number of English classics. Richard Washburn Child, ambassador to Italy and one-time editor of *Collier's Weekly*, has written much fiction and collaborated with Mussolini on the latter's autobiography.

Samuel Rogers (born at Newport in 1894, and graduated from Brown University in 1915) achieved fame in 1934 with the publication of his *Atlantic Monthly* prize novel, 'Dusk at the Grove'; the setting of this novel is Portsmouth, Rhode Island. S. Foster Damon, a professor in the English Department of Brown University, is known for his poetry, particularly his small volume 'Astrolabe,' and for his biographies of Thomas Holley Chivers, William Blake, and Amy Lowell. Christopher La Farge's 'Hoxie Sells His Acres' is a novel in verse which attracted considerable notice in 1934; and Oliver La Farge, Christopher's younger brother, won the Pulitzer Prize in 1929 for his novel, 'Laughing Boy.' Oliver La Farge's interest in Rhode Island and the sea is shown in 'Long Pennant,' a novel about the Rhode Island privateers in the War of 1812.

Vincent McHugh, a native of the section of Providence called Fox Point, has received widespread acclaim for his recent novel 'Caleb Catlum's America.' His first novel 'Touch Me Not' (1930), was autobiographical, covering his experiences while working at Rocky Point, a local summer resort. Winfield Townley Scott and Willis H. Gerry founded in 1931 and printed in Providence the poetry magazine *Smoke*. Scott has published a volume of verse, 'Biography for Traman.'

Although it cannot be claimed that Rhode Island was the home of any great school of authors, the State has nevertheless been the birthplace or the adopted residence of many prominent writers, and through its living tradition of liberty of thought and conscience it has encouraged and influenced the art of literature in the United States.

M U S I C

IN THE early Colonial days there was virtually no music in the modern sense. All of New England felt the Puritan tradition, which frowned upon any musical expression other than the chanting of psalms during Sabbath services. So far as our records go, it was not until 1759, when Francis Hopkinson of Pennsylvania wrote 'My Days Have Been so Wondrous Free,' that an original piece of music was composed by an American. The first evidence of musical activity in Rhode Island is an advertisement in the *Providence Gazette and Country Journal* of July 30, 1768, announcing a concert of instrumental music 'under the Direction of MR. DAWSON, who, by particular Desire, will present the Company with a HORNPIPE; and MR. TIOLI will perform a TAMBURIN DANCE, in the Italian Taste.' Another advertisement, appearing September 16, 1769, announces a 'reading' of 'The Beggar's Opera' in which 'All the songs will be sung.' Both performances were held in 'Mr. Hacker's public room,' and the admission fee was '\$1.00 for a gentleman with lady.' In the *United States Chronicle* (Providence) of May 27, 1784, is an advertisement in which 'MR. HIWILL informs the young Ladies and Gentlemen of this Town, That he has opened a SCHOOL of INSTRUMENTAL MUSIC.' The instruments taught were, for the men, 'the German Flute, Clarinet, Bassoon, &c. &c.,' and for the ladies, the 'Guittar.' On April 21, 1785, John Graft and William Owen announced the opening of a music school for gentlemen, where was taught the violin, German flute, hautboy, clarinet, and bassoon.

The first composer to visit Rhode Island was a Connecticut man, Andrew Law (1748-1821), who came here as a student at Rhode Island College (later Brown University). Before entering college at the late age of twenty-four, he had already earned a reputation in New England as a psalmist, having compiled 'A Select Number of Plain Tunes Adapted to Congregational Worship,' which included some of his own compositions. He was active in promoting church music during his three years' stay in Providence. His subsequent career, in Connecticut, Pennsylvania, and elsewhere, was devoted to the church, with music as an avocation. His collection of 'Essays on Music' was the first critical work of its kind in the country, and in 1778-79 he published two compilations which en-

joyed wide usage — 'Select Harmony' and 'Collection of Best Tunes and Anthems.' Many of the compositions in these volumes were from his own pen, and his 'Archdale' was one of the popular tunes of his day.

John L. Berkenhead was the State's first resident musician of any importance. A blind Englishman who had come to Boston in 1795, he was the organist at Newport's Trinity Church from 1796 to 1804. In addition to his church work, he gave concerts throughout New England on both organ and piano, and his playing of his own composition, 'The Demolition of the Bastile,' for piano forte or harpsichord, was a musical event. Among his other compositions were a number of instrumental and choral works.

Berkenhead was the tutor of Oliver Shaw (1779-1848), a composer of relatively high importance. Shaw had been blinded in one eye as a child, and as a youth pursuing a sailor's career he ruined the sight of his remaining eye (already weakened by yellow fever) by constant use of the sextant. Having decided upon music as a possible career, he sought out Berkenhead, from whom he took lessons in piano and organ. From Newport he went to Boston, where he studied the oboe with the famous Graupner, and the clarinet with Granger. Then, in 1807, he came to Providence, remaining there until his death forty-one years later. His first publication, 'For the Gentlemen: A favourite selection of instrumental Music,' was issued at Dedham in the year of his arrival in Rhode Island.

Two years after coming to Providence, Shaw was appointed organist of the First Congregational Church; and shortly afterward, he worked with a group of interested musicians in founding the Psallonian Society 'for the purpose of improving themselves in the knowledge and practice of sacred music and inculcating a more correct taste in the choice and performance of it.' One of the first members of this group was Thomas Smith Webb, a famous authority on Masonic ritual, who later went to Boston and helped to found the Handel and Haydn Society there. The Psallonian group lasted for twenty-three years and gave thirty-one formal concerts.

Shaw's compositions were numerous. Rhode Island geography and history, and even some of the Providence streets, are celebrated in them. Many of his sacred songs were widely acclaimed, and two of his works, 'Mary's Tears' and 'All things bright and fair are thine,' were included in a Handel and Haydn Society concert in Boston on July 5, 1817, which was attended by President Monroe.

In the year of Shaw's death, 1848, musical education was introduced into the Providence public schools. By the middle nineteenth century, music had become a popular form of entertainment. Shaw was an important figure, but he was still only part of a movement. He had his

contemporaries and his successors. During the late 1830's, when his establishment at No. 70 Westminster Street was thriving, there was another publisher diagonally across the street, at No. 33. This was the house of S. T. Thurber, whose publications included some songs by Richard B. Taylor, the organist of St. John's Episcopal Church.

There was also a prolific composer named Francis H. Brown, who advertised himself as 'Teacher of the Piano and English Ballad Singing.' The publication dates on his surviving works extended from 1843 to 1866; but since the earlier date occurs on two second editions, he must at that time have been past the beginner's stage. A cover announcement on his 'Barney Greene Quickstep' (1849) states that the piece was played in Providence in 1842 by the Bristol Band.

Brown was not outstandingly important, but he is typical of the middle years of the nineteenth century. His innumerable works were published in both Providence and Boston. Whatever State may claim him as a native or resident, he provided Rhode Islanders with a great deal of sprightly music during the long period when music, having stepped outside the church, was trying to find itself.

In 1851, Jenny Lind gave a recital in Providence, and Colonel William C. Ross earned the dubious distinction of being the highest bidder, at \$653, for the best seat in the house.

During this period there was a movement toward secular choral music. In 1856, a group of men from various church choirs was organized by William Whitaker to form the Central Glee Club, for the purpose of singing at political meetings. The club gained a wide reputation, and gave many local and out-of-State concerts. Some of the members lost their lives in the Civil War, and in 1872 the survivors reorganized as the First Light Infantry Glee Club, which lasted for fifteen years and gave concerts as far distant as Albany, New York. Connected with the latter organization, as leader or accompanist, was Eben Kelley, organist of the First Congregational Church, composer, founder of the Chopin Club (1879), and an active sponsor of music in Providence for more than thirty years. Another musical society, known as the Providence Lieder-kranz, was founded in 1857, but had a short life and was supplanted by the Einklang Singing Society, which lasted well into the twentieth century.

The brass band era in America began in the 1860's and culminated in the splendid organization formed by John Philip Sousa. Rhode Island, for thirty-three years the home of David Wallis Reeves, can claim one of the best bands in the country, for Reeves was the direct precursor of

Sousa, and the 'March King' has said of him: 'He made me everything I am . . . I would gladly give up all I have won if only I might have written the "Second Regiment" march. I well may call him the father of band music in America.' Reeves, a famous young cornet virtuoso and conductor of Owego, New York, was summoned to Providence in 1866 to take over an already honorable organization, the American Brass Band. This group had been founded in 1825 as the Providence Brass Band, had served in the Civil War, and had entertained the people of Rhode Island and New England under the leadership of its first conductor, Joseph C. Greene, for nearly forty years.

Reeves had been exposed to, but not seriously infected with, the extravagant traditions of Patrick Sarsfield Gilmore, whose ideas of bigness would have staggered Hollywood. This Barnum of band music had traveled about the country for several years after the Civil War presenting 'Peace Jubilees.' He once fired cannon for drum beats; and in his last concert on the grand scale, he assembled such an overwhelming horde of players and singers that the music collapsed of its own weight. Reeves developed Gilmore's few virtues. He retained the stirring qualities of band music, but eliminated its sensationalism. He used a large group, but for blaring melody and rudimentary accompaniment he substituted orchestral harmony and counterpoint, adapting them to the brass instruments. He had a genius for the march tune, a form as difficult as it is simple, and composed more than a hundred of them. The 'Second Connecticut,' which Sousa envied, is still famous wherever band music is played.

Reeves' American Band, as it was called, was a well-loved Rhode Island institution for more than thirty years. Its repertoire included not only marches, but also quicksteps and dance tunes. At the opening of the Park Garden in Providence, on June 24, 1878, Reeves presented Gilbert and Sullivan's *H.M.S. Pinafore*, using an actual boat for the stage. The performance was a great success, and Reeves received a letter of commendation from Sir Arthur Sullivan. A year later at the same place he presented his own operetta, *The Ambassador's Daughter*, changing the ship into a junk to fit the Chinese locale. During 1892-93 he took a leave of absence from Providence and conducted Gilmore's Twenty-Second New York Regiment Band at the World's Fair in Chicago and the expositions at Pittsburgh and Minneapolis. The tour enhanced his already Nation-wide reputation, and on his return to Providence he was given a great official reception, led by Governor D. Russell Brown and Adjutant-General Dyer. On March 8, 1900, he died at the age of sixty-

two. The importance of his band has overshadowed the fact that in the 1870's he helped to organize the first Providence Symphony Orchestra.

From Reeves' coming to the end of the century there was a great expansion in musical activities of all kinds. In 1879 the Chopin Club and the Mendelssohn Choral Society were founded; and in 1881 Jules Jordan founded the Arion Club. The Boston Symphony Orchestra began its unbroken series of Providence concerts in 1882. In 1885, the Rhode Island Music Association was founded, to be reorganized in 1895 as the Providence Music Teachers' Association; and the following year saw the formation of the St. Cecilia Choral Union and the Rhode Island Choral Association, the latter under the occasional leadership of Carl Zerrahn, the famous conductor of the Worcester County Festivals. At this time also was founded the short-lived Providence Singing Society. In 1895, Hans Schneider, who had already founded a piano school in Providence, began a series of popular lectures on music, and in the same year Oscar Ekeburg founded the Verdandi Male Chorus, which later became affiliated with the American Union of Swedish Singers and has distinguished itself in concerts throughout the country. The Providence Symphony Orchestra, revived for a short period in the early 1890's, was supplanted in 1899 by the Providence Philharmonic Orchestra, which lasted only a year. Of the above groups, the Chopin Club and the Verdandi Male Chorus still survive.

A younger contemporary and one-time pupil of Reeves, who survived him by twenty-seven years, was Jules Jordan. Born in 1850 of Rhode Island parents who had moved to Willimantic, Connecticut, he came to Providence at the age of eighteen. Already an amateur singer, he had not yet considered music as a career, and had become a telegraph operator. At Rocky Point, his first station, he heard the nightly concerts of Reeves' American Band and became so interested that he bought a cornet and took lessons from the bandmaster. Transferred to Providence in the fall, he was discovered as a promising tenor and taken into Grace Church choir, where he remained as soloist and later as director, for more than twenty years. During the first winter he terminated his cornet lessons, much to Reeves' dismay, and took up the piano. In 1870 he met his future vocal teacher, George L. Osgood, at a summer school of music held in East Greenwich. By the end of his second year in Providence, Jordan was able to earn enough through his music to give up telegraphy; and thus began a long and full career in the promotion of the finest vocal and choral music.

Jordan took the leading part in two important American premières:

Berlioz' 'Damnation of Faust,' produced in 1880 at Steinway Hall, New York, under the direction of Leopold Damrosch, by the New York Oratorio Society in conjunction with the New York Arion Society and the Philharmonic Orchestra; and Gounod's 'Redemption,' produced in Boston in 1882 by the Boston Oratorio Society.

In a historical sense, the creation of the Arion Club was Jordan's most important contribution to Rhode Island music. The society was active for more than forty years, and its concerts numbered well over one hundred and fifty. It performed most of the great choral works: Haydn's 'Creation,' Mendelssohn's 'Elijah,' Handel's 'Messiah,' Franck's 'The Beatitudes,' and many lesser ones; and concert arrangements of such operas as Gounod's 'Faust' and 'Romeo and Juliet,' Verdi's 'Aïda' and 'Rigoletto,' Wagner's 'Flying Dutchman,' 'Tannhäuser,' and 'Lohengrin,' and Saint-Saëns' 'Samson and Delilah.' A list of its guest artists included many of the famous singers of the day.

Jordan has many musical works to his credit, published by Schirmer of New York and Arthur P. Schmidt of Boston. He was largely self-taught as a composer, but in later years studied counterpoint under Percy Goetschius. His most pretentious work, for which he wrote both music and libretto, was a romantic opera, 'Rip Van Winkle.' Among his better-known choral works are musical settings for several popular poems — 'Barbara Frietchie,' 'Ring Out, Wild Bells,' and the 'Battle Hymn of the Republic.' His death occurred in March, 1927.

The activities of Jordan and the Arion Club cover a significant period of musical development in America, and Rhode Island shared in this activity with great interest. In 1901 the MacDowell and Schubert Clubs were founded in Providence, and the St. Cecilia Opera Company in Woonsocket; in 1903 Hans Schneider organized his Piano Teachers' Institute. The Providence Music Association, a sponsoring organization for concerts by world-famous artists, was formed in 1904 — the same year in which the several groups joined together as the State Federation of Music Clubs and became affiliated with the then new National Federation. The founding of the Monday Morning Musical Club took place in 1905, the Chaminade Club was organized in 1906. In 1911 the University Glee Club was founded by Berrick Schloss, its present director. The Mendelssohn Club also began in 1911. A season's tentative program, picked at random from the files of the Providence *Journal* (October 20, 1912), contains a list of more than thirty events: concerts and recitals by local artists and organizations, by Zimbalist, Schumann-Heink, and Kreisler, and a lecture by Mrs. Edward MacDowell.

No broad distinction can be drawn between Rhode Island's musical activities at the turn of the century and at the present time. The changes have been natural developments. Music publishing, which had been gravitating toward New York for many years, virtually ceased here after the World War. Reeves' American Band still exists as a chartered organization, but it did not long remain intact after the leader's death. The present group, consisting of some of the original members, under the baton of Frank Walberg, still plays at Brown University commencements and on other occasions. Though the faithful still look forward to a revived group as glorious as the first, the day of a possible renaissance seems past, for the brass band as a great popular institution has already receded into history.

Interest in symphonic music has produced a succession of Providence Symphony Orchestras. At least three were organized, unsuccessfully, in the nineteenth century. The present orchestra, founded in 1932 with Wasili Leps as conductor, is the third in the twentieth century and its destiny seems well favored. Besides the credit due the conductor, the players, and the guest artists (of Rhode Island talent only), there is also the factor of increased public acceptance of symphonic music. The orchestra, now in its fifth year, has maintained a regular schedule of winter concerts in Providence, with occasional children's concerts and performances elsewhere.

Organizations have continued to increase, many with an eye to the younger generation. The Chaminade Club has created three satellites: the Chaminade Young Artists' Club, the Chaminade Junior, and the Chaminade Juvenile Clubs; the Chopin Club has created two, and others are the Blackstone Valley Junior Music Club, the Newport Junior Music Club, the Mozart Club of Newport, the Motus Junior Music Club of Providence, and the Octave Club. There is an orchestra of young people at Nickerson House, and a Crawford Allen Hospital Junior Club, where music is taught for its therapeutic as well as recreational value.

Other adult organizations have been founded — the Brahms Club, the Gouldwood Choir, the Henschel Club, the Mnemosyne Society of Fine Arts, the Music Club of Newport, the Rhode Island Music Educators' Association, the Providence Treble Choral Club, the Rhode Island Bandmasters' Association, and the Westerly Music Club. There are altogether twenty-seven musical clubs in the State, with an aggregate membership (youngsters included) exceeding 1400. Most of these organizations have a definite and constructive policy. The Chaminade and Monday Morning Clubs both have special funds available for the education

of deserving students, and both are among the guarantors of the Providence and Boston Symphony Orchestras. The Monday Morning Club also supports the Elodie Farnum Memorial Library in the Rochambeau Branch of the Providence Public Library, the Helen Tyler Grant Lending Library of music at the club's studio, and the Franklin Holding Memorial Collection of chamber music. To the Providence Public Library it has contributed under its own name a sound-proofed alcove and a piano. The Henschel Club, in its seasonal recitals, affords young Rhode Island artists the opportunity to appear professionally. All of the clubs contribute to the State Federation's funds for conducting contests and awarding scholarships.

The federation's membership, relatively small, must necessarily exclude the hundreds of grade and high school students actively engaged in their school organizations. Since the place of music in schools is determined by the separate city and town governments rather than by the State, no official enrollment figures are available. It may be stated generally, however, that music is taught in every school, and that organizations exist everywhere, from simple choral groups to large bands and orchestras. The Rhode Island High School Music Festival, combining performances by choral groups, bands, and orchestras, has been an annual spring event since the 1920's; and in the annual contests between all the high school bands of New England, the first prize has been awarded several times to the Pawtucket High School.

In 1935, upon the recommendation of Governor Green, the State granted the Department of Education a \$10,000 appropriation for the purpose of giving Rhode Islanders free access to good music. This is probably the only fund of its kind in the United States. Owing to this fund, well-received summer concerts by bands and by the Rhode Island Civic Symphony Orchestra have been given at Newport, Providence, Warwick, North Kingstown, Woonsocket, and Pawtucket.

Many substantial names appear in the record of Rhode Island's later musical activities. George Spink (1873-1936), a native of Pawtucket, was associated in New York with Raymond Hitchcock, Blanche Ring, Nora Bayes, and Eva Tanguay, for whom he wrote many songs. During the war he composed two musical comedies successfully produced in Europe for the American soldiers, 'Home Again' and 'Mopping Up'; and his two-act romantic opera, 'The Legend of Hannah Robinson,' was produced in 1933 by the Gilbert Stuart Memorial Association at the Robinson homestead in North Kingstown.

Hugh F. MacColl has been active as a composer and sponsor of music

in Rhode Island for more than a quarter of a century. Born in Pawtucket in 1879, he attended Harvard, studying composition and theory under Converse and Spalding. He has composed music for solo voice, chorus, piano, two pianos, piano and violin, trio, string quartet, piano and orchestra, and orchestra. Most of his works have been published, and although the first performances usually take place in Providence, his 'Suite for Orchestra' (in the form of variations) was introduced at Rochester, New York, in 1936, by Howard Hanson and the Rochester Civic Orchestra. His 'Arabs' (1932) has been played by the Boston Symphony Orchestra both in Providence and in New York. He has written original works for the Clavier Ensemble and the University Glee Club.

Elmer S. Hosmer, professor of music at the Rhode Island College of Education since 1924, has become known for his choral works, principally 'Columbus' and 'Pilgrims of 1620.' Born in Massachusetts in 1862, he has spent many years in Rhode Island, having been principal of the Pawtucket High School for a long period before assuming his present position.

The name of John B. Archer is always associated with the Providence Festival Chorus, which was organized in 1924 for the dedication of the Benedict Monument to Music at Roger Williams Park. After long experience as organist and choirmaster, and as song-leader during the war, Mr. Archer came to Providence in 1920 as organist of the Beneficent Congregational Church. The Festival Chorus, which has been under his direction since its beginning, has given more than 24 semi-annual concerts — one in June at the Benedict Monument, one in the winter at a Providence theater or the Rhode Island Auditorium. The Goldman Band of New York is the regular accompanist to the chorus in its June concerts, and there is always a celebrated guest singer or instrumentalist.

Local church organists, past and present, have added their contributions. Beside those already mentioned, there have been J. Sebastian Matthews, English-born composer of sacred music and organist of Grace Church from 1916 until his death in 1934; and Helen Hogan (Mrs. Cecil V. Coome), organist for many years at the Central Congregational Church until her marriage in 1933, when she returned to London, the city of her birth. During Mrs. Coome's life in Providence she won international fame as an organist. Walter Williams, former organist of St. Stephen's Episcopal Church, was a founder and director of the St. Dunstan's School of Music, and has been succeeded by Lawrence Apgar. William Smithson, organist of the Park Place Congregational Church

in Pawtucket, has helped to promote musical activity in the Blackstone Valley. René Viau, formerly of St. Ann's Church in Woonsocket, founded the Beethoven Club there in 1930; Alfred T. Plante, organist of the Precious Blood Church, founded the Orphéon Ste. Cécile in 1934. These two Woonsocket organizations are both active and successful. Mr. Plante is also director of the Knights of Columbus Glee Club and the Hebrew Choral Society of that city.

Numberless women of the State have contributed their artistic, financial, and moral support to music. Among composers there have been Florence Newell Barbour, widow of the late president of Brown University, and Florence Goodrich (died May, 1928), composer of many children's pieces and instruction books. The artists include Lucy Marsh Gordon, who has made many recordings under her maiden name of Lucy Isabelle Marsh; Avis Bliven-Charbonnel, pianist, founder of the Federal Hill House School of Music, now the Community Music School; Ruth Chase and Lucia Chagnon, concert sopranos and teachers of voice; Martha Baird and Lorette Gagnon, pianists; and many others. Organizations and students have had numerous benefactresses. Mrs. Hezekiah Martin was known for many years as 'the mother of the Arion Club' because of her interest, hospitality, and active help. Mrs. George St. J. Sheffield (died February, 1937) was a generous donor to the cause of music and to worthy individual students. Mrs. George Hail, who founded the Chaminade Club in 1906, a year after her arrival in Providence, has been an officer in the National Federation of Music Clubs and has devoted a large part of her life to sponsoring the cultivation of music. Largely through the efforts of Rhode Island women, this State had the first Federation of Music Clubs in the country; Miss Ruth Tripp, of Central Falls, is its latest president.

Dr. Wasili Leps came to Providence in 1929 to take over the Providence College of Music, an outgrowth of the Hans Schneider Conservatory. Of Russian birth, he had had an active career in Europe as pianist, violinist, and conductor before his arrival in America in 1906. Before coming to Providence he was a resident of Philadelphia, where he was associated with John Philip Sousa and Leopold Stokowski. To the Rhode Island public he is best known as conductor of the Providence Symphony Orchestra and director of the Providence Symphony Chorus. His activities are varied, and he lends willing support to such organizations as the Clavier Ensemble, the Junior League Glee Club (the State's youngest music club), the Brahms Club, and others more firmly established. He has written many works, predominantly choral and operatic, his best-known opera being 'Hoshi-San,' produced at Philadelphia in 1909.

The latest musical activities in Rhode Island have been the Federal Works Progress Administration music projects and a Brahms Festival — the latter held in the fall of 1936, sponsored by the Rhode Island School of Design, with the Musical Art Quartette and the pianist Frank Sheridan as performers. The Works Progress Administration project (July, 1937) employs seventy musicians and consists of two units: the Rhode Island Concert Orchestra, under the baton of Edouard Caffier, and the Rhode Island Concert Band, led by Charles Butterfield. Both groups have regular schedules of engagements, and broadcast regularly over the three Providence stations. An orchestra of twenty pieces has recently been organized at the 30 Benefit Street Art Center by David L. Stackhouse, a young Providence composer and conductor.

Four Rhode Island musicians who have made their reputations outside the State are Allan Lincoln Langley, born at Newport in 1892, a composer whose works have been played by the MacDowell Club of New York, the Rochester Civic, the Boston Symphony, and the New York Philharmonic Symphony Orchestras; Theodore Ward Chanler (born 1902) also of Newport, whose instrumental works have been played in Paris and New York; George M. Cohan, born in Providence on July 4, 1878, composer of many nationally known songs; and Nelson Eddy, born in Olneyville on June 29, 1901, graduate of Grace and St. Stephen's Church choirs and the Metropolitan Opera Company, now a popular soloist and motion picture star.

THE THEATER

THE first dramatic performance in New England by an organized company of professional actors took place in Newport on September 7, 1761. In spite of a vote of the freemen to the contrary, a company under the direction of David Douglass acted 'The Provoked Husband' by Cibber and Vanbrugh. The profits from the performance were donated to the poor. The character and ability of Douglass's company had been recommended by the Governor of Virginia. A number of wealthy and influential Newport folk favored dramatic performances, although a majority of their fellow citizens continued to condemn them. There was at that time, however, no Rhode Island law prohibiting the drama. The company left Newport in November and returned early the following summer. Tickets for a performance to be held in the public room of the King's Arms Tavern were advertised at six shillings each in a handbill which reads in part:

On Monday, June 10-th . . . will be delivered a series of MORAL DIALOGUES, in five parts, Depicting the evil effects of jealousy and other bad passions, and proving that happiness can only spring from the pursuit of virtue.

Mr. Douglas — will represent a noble and magnanimous Moor called Othello, who loves a young lady named Desdemona, and after he has married her, harbours (as in too many cases) the dreadful passion of jealousy.

Of jealousy, our being's bane,
Mark the small cause and the most dreadful pain.

Mr. Allyn — will depict the character of a specious villain, in the regiment of Othello, who is so base as to hate his commander on mere suspicion, and to impose on his best friend. Of such characters, it is to be feared, there are thousands in the world, and the one in question may present to us a salutary warning.

The man that wrongs his master and his friend,
What can he come to but a shameful end?

Mr. Douglass took care to conclude his 'Moral Dialogues' by 10.30, 'in order that every spectator may go home at a sober hour, and reflect upon what he has seen, before he retires to rest.'

About the first of July, 1762, the company came to Providence, avoiding

here, as in Newport, the satanic name 'theater.' It opened 'The Histrionic Academy' in a barn-like building on Meeting Street, east of Benefit Street. On July 19, the town meeting voted against the dramatic performances, which nevertheless continued. More than four hundred male citizens of Providence drew up a petition to stop the actors. This document, with all the signatures in one handwriting, was submitted to the General Assembly. The town was so strongly divided over the issue that, when a number of citizens threatened to halt the performances by force, John Brown procured a cannon and, stationing himself before the theater door, swore to open fire on anyone who interrupted the play. Despite this Napoleonic defense of the art, and despite the desire of many fashionable patrons, the drama was outlawed in Rhode Island in a ridiculously severe bill passed August 15, 1762.

For thirty years there was no theater in the State. Then, in December, 1792, a Mr. Joseph Harper, after trouble with a similar rigorous law in Massachusetts, came to Providence with a company of actors. Harper took care to learn the public sentiment toward the drama, and was successful in gaining the assent of the Town Council to a performance. In fact, the company performed 'lectures' to large audiences in the Court House itself. The February, 1793, meeting of the General Assembly gave permission to the Newport Town Council to license dramatic companies, in spite of the standing law to the contrary. The Assembly, however, made the provision that the State House was not to be used as a theater. Harper's company produced plays in Newport in the old brick market erected in 1761 as a public granary, but never used for that purpose.

Harper's company opened in Providence again in December, 1794, and in August of the next year a subscription for the building of a permanent theater in Providence was started. John Brown donated the lot on the corner of Westminster and Mathewson Streets to the enterprise. When it seemed, however, that the theater would not be completed by the time set for the opening, the majority of the carpenters in Providence abandoned their jobs and finished the building without pay so that it might open on September 3, 1795. Many of the wealthy supporters of the drama in Providence bought boxes by the season and were served wines and sherbets between the acts. Others sent their Negro servants to the theater late in the afternoon to purchase tickets and sit in the best seats in the house until they themselves arrived.

Interest in the drama lulled about 1810, but was revived in 1812 by the tremendous success of George Frederick Cooke as Shylock in Shakespeare's 'Merchant of Venice.' Cooke, considered by some critics to have

been the equal of Garrick, stayed at the famous Golden Ball Inn on Benefit Street. The American victories over the British in the War of 1812 were the themes of a number of contemporary plays; 'The Heroes of the Lake,' celebrating Commodore Perry's victory on Lake Erie, was very successful in Providence in 1814.

The unprecedented high tide accompanying the Great Gale of September 23, 1815, which carried away the bridge from Weybosset Point, and the emergency ferry established there, so delighted the handsome young actor, Joseph Legg, that he spent the whole first day of the ferry service riding back and forth. Ten years later the actors arose to meet another civic emergency, in greater numbers, however. When the fire on May 23, 1825, destroyed many buildings near the theater, both the players and their audience joined in the fire-fighting. The theater was used to house rescued goods, which included one hundred bales of cotton and three hundred barrels of whiskey said to have been stored in the basement beneath the Universalist Chapel.

The decade of the 1820's brought a number of the greatest actors of the day to Providence. Junius Brutus Booth appeared in 1822. Edwin Forrest and William Augustus Conway, the noted American tragedians, played at Providence in 1827. Later in the year, Conway retreated as a virtual hermit near Newport, and early in 1828, he was drowned at sea. Clara Fisher, a child prodigy in England ten years before, took Providence by storm in March, 1828, and in July of the same year, Joseph Cowell, the comedian, was scheduled to give one performance here on his way from Boston to New York. Cowell, however, fell asleep on his hotel balcony during the hot afternoon and did not wake up until four o'clock in the morning, when he learned that a number of the citizens of Providence, thinking he had fallen from the dock, were dragging the river to gain the ten-dollar reward posted for the recovery of his body.

In 1832, the Providence theater building was sold to the Grace Church corporation, and for a time was used as a house of worship until the present church building was erected on the site. Providence was then temporarily without a theater until May, 1836, when the Lion Theater opened in a brick building on Fulton Street. Edward L. Davenport, who later gained fame for his interpretations of characters from Shakespeare and Dickens, appeared during the summer at the Lion. In September of the same year, the building burned down, and again there was a gap in the drama in Providence, this time for about two years. In late October of 1838, Shakespeare Hall, a beautifully decorated stone building, was opened. Here in 1840 the great Edwin Booth made an outstandingly

popular success. Booth's eccentricities caused almost as much comment in Providence as his acting. It is said that he used to sit on Peck's Wharf and feed crackers to the hogs. It was also reported that two hunters, stopping shortly before sunrise in a tavern on the outskirts of Providence, found Booth kneeling before a portrait of George Washington, with a little boy beside him whom he was teaching the Lord's Prayer word by word.

In 1848, the Providence Museum was opened for dramatic productions on Westminster Street. Here, early in 1853, 'Uncle Tom's Cabin' ran for more than four weeks. In October, the Museum burned down and the Forbes Theater was built on the site. The Forbes Theater itself was destroyed by fire after five years.

In 1861, the internationally famous Charlotte Cushman and, later in the season, Señora Isabel Cubas, a noted Spanish dancer, appeared on the stage in the appropriately named Phoenix Building, which had been erected on the site of the old Museum and the Forbes Theater. In 1863, John Wilkes Booth, later the assassin of President Lincoln, played in Providence. The City Hall, which was opened in Providence on January 4, 1865, was used for more than civic purposes — in February a very popular production of 'Ten Nights in a Barroom' opened there.

For some time the Academy of Music had been offering excellent operatic and dramatic productions. In 1866, it introduced Adelaide Ristori as Mary Stuart, John Brougham, the playwright and renowned Irish comedian, and Lotta, who had been showered with gold and silver when she appeared in minstrel and variety shows in San Francisco. The year 1867 saw Edwin Booth's magnificent 'Hamlet' produced at the Academy.

In 1868, Charles Dickens delighted large audiences in the City Hall with readings from his own works. In the same year, Mrs. Scott Siddons, great-granddaughter of the immortal Mrs. Siddons of eighteenth-century London, played Shakespearean rôles at the Academy.

A movement had been afoot for a number of years to provide Providence with a suitable opera house. In 1872, Colonel Henry Lippitt directed his energies toward accomplishing this purpose. Money to start the enterprise was raised in one day. The structure was completed in ninety working days, the last nail being driven ten minutes before the curtain first opened. During the succeeding years, such famous persons appeared on the stage of the Providence Opera House as Fanny Janauschek, Edwin and Junius Booth, Charlotte Cushman, Adelaide Neilson, Mary Anderson, and Ada Rehan.

During the decade of the 1880's, Sarah Bernhardt played 'Camille' in Low's Opera House, which had opened in 1878. Henry Irving appeared in

a number of his Shakespearean rôles at Low's; and in 1886, Joseph Hawthorn, a native of Providence, played Romeo to Mary Anderson's famed Juliet. The 'Mikado' was a great success at the Providence Opera House and was recalled twice. Later in the decade, Julia Marlowe, Edward H. Sothorn, Salvini, Annie Pixley, and Modjeska made individual triumphs in Providence.

Records of many of the semi-professional or amateur dramatic efforts in Rhode Island have been lost, or remain unpublished. It has been said that students in Brown University produced Otway's 'The Cheats of Scapin' in April, 1785. Some idea of the family difficulties which Christopher R. Greene encountered in 1807, when he and several other young men organized the Thespian Club, may be obtained from a letter to his father, the Honorable Job Greene of Greeneville, Warwick. 'Can the Art,' wrote young Christopher, 'which displays the beauty of virtue and exposes the deformity of vice in a manner so deeply impressive, be productive of consequences so pernicious and destructive?' In 1859, the Providence Dramatic Society presented Bulwer-Lytton's 'Richelieu' with James G. Markland, a prominent attorney, in the title rôle. This group, which hired its female members to insure punctuality and regularity of attendance at rehearsals, was virtually broken up by enlistments for service in the Civil War. In the late 1870's the Amateur Dramatic Club played before members and their subscribers; and in the 1880's the Hammer and Tongs Society of Brown University was very successful with its original musical operettas. The most important 'little theater' group in Rhode Island was organized in 1887 as the Talma Club. Before its original production the club had dwindled to two members, but its membership in 1890 was increased from thirty-five to almost one hundred and forty and the following year it was incorporated. One of its active members, A. E. Thomas, has become a nationally known playwright. Directly descended from the Talma Club is the organization called The Players, which presented its first play in the Talma Theater in 1909. The theater building, which had been used as a church and a riding school, was abandoned for dramatic purposes in 1916, and at present houses the Providence Boys' club. Although for periods of a few years they played in Infantry Hall and in the Elks Auditorium, The Players were without a permanent theater until they secured the property at the corner of Benefit and Transit Streets where the Barker Playhouse now stands. Henry A. Barker, after whom the Playhouse is named, was a leading member of the group for more than twenty years, and he left funds for its permanent support.

In Rhode Island as elsewhere, the interest of the theater-going public has been split in recent years between the legitimate stage drama and the moving pictures. When in 1929, after twenty-eight years of outstanding dramatic work, the Albee Stock Company discontinued playing, the moving pictures seemed to have won in competition with the stage. The Albee Stock Company had earned for itself a broad reputation, and had numbered among its members such players as Henry Hull, Burton Churchill, and Chester Morris. When its last curtain fell in the Providence Opera House on March 14, 1931, Rhode Island was left virtually without legitimate drama.

At the present time, however, traveling companies play before capacity audiences in Providence. During the summer, troupes of actors present plays at Matunuck. In Newport, the Casino Theater has presented in recent seasons such distinguished artists as Ina Claire, Violet Kemble Cooper, Grace George, Henry Hull, and Basil Rathbone. Although the great days when the Providence Opera House was the center of Rhode Island's dramatic activity are over, it seems that, with the revival of the drama elsewhere in the country, Rhode Island is also discovering new life in the legitimate stage.

II. MAIN STREET AND
VILLAGE GREEN

B R I S T O L

Town: Alt. 40, pop. 11,953, settled, 1669, incorporated, 1681, annexed to Rhode Island, 1746.

Railroad Station: Providence, Warren, and Bristol R.R., Thames and Franklin Streets.

Bus Station: New England Transportation Co., cor. Hope and Wood Streets.

Taxis: 35¢ fare within town limits.

Piers: Ferry to Prudence Island, W. end of Church Street, 35¢ one way.

Accommodations: Limited.

Information Service: Belvedere Hotel, Hope Street.

Fishing: Salt-water fishing along the shores of the town, no local restrictions.

Swimming: Bristol Town Beach, Mount Hope Bay.

Yachting: Bristol Yacht Club, ft. of Constitution St. Harbor, Narragansett Bay, and Mount Hope Bay are sheltered waters.

Annual Events: Feast of Our Lady of Mt. Carmel (Italian) on July 16, Feast of Jesus Christ (Portuguese), May, church services, parades, band concerts, fireworks. Water carnivals and yacht races in spring and summer.

BRISTOL, a quiet old town under the elms on the shore of Narragansett Bay, was probably named for Bristol, England. The prevailing atmosphere is old-fashioned and restful, its tone is quiet, its temper conservative. It is generally known as the place where international racing yachts are built, but few realize that this was once the fourth busiest seaport in the country. Bristol has a deep harbor used by coastwise vessels, fishing boats, and yachts.

There are few towns in America that surpass Bristol in the artistic excellence of its many old houses, and the number of these structures is so large in proportion to the size of the town that they dominate its character. There are many examples of architecture with carved lintels, Corinthian columns, glazed side-lights, and other forms of Colonial detail.

The earliest historical reference to Bristol (July, 1621) shows that Montaup, anglicized to Mount Hope, was the headquarters of Philip, son of Massasoit, chief of the Wampanoag Indians. Some scholars believe that Bristol was visited by the Norsemen between A.D. 1000 and 1008, but the claim has not been substantiated. The inscription on 'Dighton Rock' near Taunton, Massachusetts, which was one of the chief points put forth in favor of Norse occupation of this region, has been shown to be of Portuguese origin in the sixteenth century. About A.D. 1000, the Norsemen touched some part of the North Atlantic coast between Narragansett Bay and the St. Lawrence River in Canada, but the exact spot has never been satisfactorily determined.

Among the old Indian grants conveying lands to the English is one relat-

ing to Sowams (March, 1653), wherein Massasoit and his eldest son, Alexander, agreed to remove from within granted premises in favor of the Plymouth purchasers. Soon after the death of Massasoit (1662) and Alexander (1663), the remnant of the Wampanoags under Philip gathered about Mount Hope. A fence was built across the neck from the Warren to the Kickemuit River, to mark the line between the Indians and the English. In 1669, Plymouth Colony granted one hundred acres of land within the present limits of Bristol to John Gorham; and in July, 1672, Gorham, Constant Smith, and James Brown were appointed by the Court 'to purchase a certain parcel of land of the Indians, granted by the Court to said Gorham.' John Gorham may be regarded as the first white settler in Bristol. His home was destroyed in June, 1675, at the beginning of King Philip's War.

The war began June 20, 1675, on Pokanoket Neck. The Indians plundered the houses of the settlers on the Neck, but it is believed that they offered no violence to the settlers they met on the way to the raid because of their feeling that the side shedding first blood would be conquered. On June 29, 1675, Philip, fearing he might be hemmed in on the Mount Hope peninsula, fled to Tiverton. Shortly after he was compelled to retire to the Nipmuck country, and the tide of war rolled away from the Mount Hope lands to the settlements between New York and Maine. For more than a year the combat continued, until Philip, deserted by his followers, sought refuge at Mount Hope. He was killed by a renegade Indian, Alderman, on August 12, 1676.

At the close of King Philip's War, the Bristol lands were claimed by Plymouth by right of conquest, and were confirmed to that Colony by royal decree, January 12, 1680. The Plymouth Colony on September 14, 1680, sold to John Walley, Nathaniel Byfield, Stephen Burton, and Nathaniel Oliver all the land now included in the town of Bristol, except that section previously granted to John Gorham. Bristol was incorporated by Plymouth Colony on October 28, 1681. By royal decree, May 28, 1746, the eastern boundary between Rhode Island and Massachusetts was settled, and Bristol was annexed to Rhode Island and reincorporated.

Soon after its settlement, Bristol people began to engage in commerce with the West Indies and the Spanish Main. The first recorded shipment (November 6, 1686), consisting of a number of horses, was consigned to the 'Bristol Merchant,' bound for Surinam, British Guiana. Slave trade was introduced in Rhode Island about 1700, and Bristol was not slow in joining Newport and Providence in this highly profitable industry. It has been estimated that over a fifth of the total number of slaves crossed the Atlantic to British America in Rhode Island vessels, and that of this fifth Bristol slavers carried the largest share. Shipping steadily increased until, before the Revolution, at least fifty vessels were owned and manned at this port. The vessels were usually of small size, and many of them were sloops. Horses, sheep, pickled fish, onions, carrots, etc., made up the cargo on the outward voyage, and coffee, molasses, sugar, rum, and tropical fruits were imported. The outbreak of the Revolution struck hard at the prosperity of this flourishing commercial town.

On October 7, 1775, a British commander, Sir James Wallace, sailed his fleet of war vessels up Narragansett Bay from Newport, and bombarded the town, but withdrew after levying a tribute of forty sheep. A number of houses were struck during the bombardment, yet only two lives were lost: one child died from exposure, and the Reverend John Burt died of fright.

A band of five hundred Hessian and British troops advanced on Bristol from Warren on May 25, 1778. American forces in Bristol numbered about three hundred men. The number of the attacking party was grossly exaggerated, and the American commanders marched their small force out of town. The British, finding the town at their disposal, marched down the main street burning and pillaging the homes. About thirty buildings, including the Episcopal Church, were destroyed, and thirty or more citizens were carried away prisoners. The town continued to suffer from the threatening attitude of the British troops at Newport during the period of their stay, 1776-79. After the war the people of Bristol rebuilt the town, and commerce soon revived, especially the slave trade with Africa and molasses and rum trade with Cuba. The first cargo, chiefly furs, imported from China was landed at Bristol in May, 1804, by the 'Juno,' a full-rigged ship of two hundred and fifty tons, captained by John De Wolfe. Voyages to the northwest coast followed the trade with China, and a large and profitable business was also established with ports in northern and southern Europe.

Bristol was at the zenith of its commercial prosperity when the second war with England broke out in 1812. The town sent out several privateers during this war, which were very successful. One of them, the 'Yankee,' though in service less than three years, captured British property amounting to about a million pounds sterling. It was a little brigantine owned by James De Wolfe, who had suffered heavy losses from the constant harassing of his merchantmen by English war vessels. Though privateering prospered, other commerce was nearly stopped, and it was with relief that the town received the news of peace in 1815. From 1825 to 1846, whale fishing was carried on to a considerable extent by ships from Bristol. At one time nineteen vessels were engaged in this business. Whale fishing began to decline before the discovery of gold in California (1849), but gold fever gave it the death blow. Many of the old merchant vessels, earlier converted into whale ships, took cargoes of gold hunters safely around Cape Horn, and were then suffered to go to pieces on the shoals off the coast of California.

Bristol engaged in few manufacturing industries during the early period of its history. Several gristmills were established soon after the town was settled. Some were operated by tidal dams and some by wind power. The first of these mills, operated by a tidal dam, was built by Joseph Reynolds, prior to 1700, on Bristol Neck. Distilleries began manufacturing rum that was shipped to Africa and bartered for slaves. Rope-walks — long sheds for spinning rope-yarn and laying rope — and tanneries were opened, but slowly passed out of existence. Shipbuilding

occupied a prominent place among the early industries of Bristol, reaching its peak about 1850. Vessels of that period were of light tonnage, and were built for speed and endurance, rather than weight and capacity.

The nineteenth century saw the rise of many new industries here. Oil works and candle factories were established in 1830, and the business was continued on a profitable basis for more than thirty years. The Bristol Steam Mill Company erected the first cotton mill in 1835. It is now the Namquit Mill and has changed from the manufacture of cotton cloth to worsted yarns. A sugar refinery, established in 1849, flourished for a while, and then stopped. The Burnside Rifle Company was established in 1853 by Colonel Ambrose E. Burnside. Colonel Burnside invented a breech-loading rifle while he was on duty in Mexico. The Burnside Company made rifles for the Government until 1857, when the factory closed. The Herreshoff Manufacturing Company, designers and builders of boats, was established in 1863. The Cranston Worsted Mills, now the Collins-Aikman Company, manufacturers of automobile upholstery fabrics, worsted knitting yarns and weaving yarns, was founded in 1866. The establishing of these and other manufactories has resulted in a great influx of Italians and Portuguese, but Americanization and intermarriage have obliterated racial differences somewhat. The fish and shellfish industries are growing enterprises here, and in them many town-folk find a ready source of revenue.

Communication with Providence was maintained by means of packet sloops and stagecoaches, until 1830; in that year a line of steamers was established plying between Fall River and Providence, stopping at Bristol. In 1857, the first railroad between Bristol and Providence went into operation, and in 1867 the Narragansett Steamship Company established steamers plying between New York and Bristol. The two vessels built for this company were transferred to the Fall River Line in 1869 (*see Transportation*).

TOUR 1 — 1 m.

N. from State St. on Hope St.

1. *Bradford House* (*private*), NE. cor. of Hope and State Sts., was built in 1792 on the site of Deputy-Governor William Bradford's residence burned by the British in May, 1778. The Bradfords lived here in the winter, and resided in their home at Mount Hope during the summer season. This late Georgian Colonial mansion, a three-story frame house, is almost square in plan, and has a one-story portico projecting from the west side, which consists of six Ionic columns. The portico is surmounted by a white parapet rail. There are white wooden quoins at the corners of the building which contrast sharply with the rich brown siding. A heavy white cornice and parapet rail encircle the house above the second

floor. The third floor, set back about three feet, is surmounted by a similar cresting.

2. *Linden Place* (*private*), or the De Wolfe-Colt Mansion, cor. of Hope and Wardwell Sts., is one of the most pretentious white frame houses of the post-Colonial period in Bristol. Designed by Russell Warren, it was built in 1810 by George De Wolfe, but because of the many alterations and obvious attempts that have been made to modernize this great three-story structure, it has lost much of its dignity and charm. Its architectural detail is designed in the bold scale of the Classic Revival along with the still later and somewhat questionable taste of the early Victorian period. The massive Corinthian portico on the front, with its wide three-story gallery, recalls the typical Southern manor house. The charming parapet rail with its delicate cornice-and-finial-cresting, is strikingly similar to that of the De Wolfe-Middleton House. Perhaps the most curious feature of the exterior is the one-story octagonal wing adjoining at the right. Arcaded, and with its long pointed arch windows and elaborate cresting, the wing resembles a tiny chapel.

The spacious lawn, with its elms and bronze statues, is enclosed by an elaborately scrolled wrought-iron fence with three beautiful gates. A graceful gate head and lantern surmount the large central gateway, and it is said that this unusual example of early wrought-iron work was probably brought here from the Jerathmael Bowers House (1770) in Somerset, Massachusetts.

It was from Linden Place that Rosalie De Wolfe, a daughter of George De Wolfe, made her runaway match with John Hopper, son of a Quaker philanthropist. This couple later became the parents of William D'Wolf Hopper, better known as De Wolf Hopper, noted author and actor.

3. *Rogers Free Library* (*open daily 3-6, 7-9; Sat. 3-9*), Hope St. opposite Wardwell St., was founded in 1877 by Mrs. Maria De Wolfe Rogers, widow of a banker. The two-story building, with its steep slate roof and large dormer windows, is constructed of rough-faced brownstone with carved trim and rich cap ornaments. A large mullioned window in the high central gable, above the entrance porch, forms the dominant architectural feature of the exterior. The upper part of this window is filled with tinted cathedral glass. There is an air of solid dignity about the building, befitting its purpose, the character of its founder and its neighborhood. The library proper, housing a fine collection of about 24,000 volumes, is on the second floor.

4. *Colt Memorial High School*, cor. Hope and Bradford Sts., is a two-and-one-half-story marble structure (1906). The main building is square in plan, with a green-tiled hip roof. The main central motif consists of a pedimented portico with fluted Corinthian columns. The building is fronted with a marble, balustraded terrace. The school has an auditorium seating 400 persons.

5. *Site of Trinity Church*, NE. cor. Hope and Bradford Sts. The structure was razed in 1937 after more than a half century of service to a

parish that owed much of its prosperity to the beneficence of Mrs. Ruth B. De Wolfe, descendant of Dr. Aaron Bourne, an incorporator of the town and one of its first doctors. Her husband was a grandson of Mark Anthony De Wolfe. Mrs. De Wolfe, who died in 1874, directed that the greater part of her large estate be given to the parish 'next and first organized according to the usages, principles and canons of the Protestant Episcopal Church in the United States and the Diocese of Rhode Island.' One condition of the gift was that the pews or seats of the church edifice that might be erected should not be sold or rented for a longer time than one year, the wish of the testator being that the church might be 'maintained as nearly as possible on the "Free Seat" system'; another was that the parish should be organized and admitted to the convention of the diocese before any real estate should be conveyed to it. The building was completed in 1878.

6. *Captain John Collins House (private)*, 617 Hope St., built and owned by a sea captain, is a two-story white frame house (1838) of Greek Revival architecture, rectangular in plan, and topped with a gable roof. The front gable of the roof extends five feet from the front wall to form a pedimented portico, supported by four Ionic columns. In the tympanum of the pediment is a small elliptical arched window. The main entrance portal consists of a paneled door, surmounted by a classic entablature. There are two red-brick chimneys in the rear.

7. *The Collins House (private)*, 620 Hope St., was built (1785) by Charles Collins, Collector of the Port of Bristol. Collins succeeded Samuel Bosworth as Collector of the Port of Bristol when, in 1799, Bosworth persisted in his efforts to represent the United States Government in bidding for a De Wolfe vessel, condemned for 'a breach of the law prohibiting traffic in slaves.' Bosworth was kidnaped, on a signal from Collins, by a company of fellow townsmen disguised as Indians. They bundled him off into a boat and landed him on the shore of Mount Hope Bay, more than two miles away from the scene of the auction at which he was at that moment to have played a conspicuous rôle. The house, of Georgian design, is a two-story yellow-brick structure, square in plan, and topped with a fine cornice and low hipped roof. The windows are surmounted by decorative lintels.

8. *The Parker Borden House (private)* (1799), 736 Hope St., is a two-and-one-half-story shingled structure, erected for Captain Parker Borden, a wealthy merchant who was engaged in foreign commerce. The house has a gable roof, quoined corners, and an ell projecting from the east side. The main entrance portal, with its arched fan-light, Ionic colonnettes, and crowning pediment, is approached by a double flight of brownstone steps, with an iron guard rail. The window on the second floor, over the main entrance, is in the form of a small Palladian motif which seems rather out of scale with the general proportion of the exterior. The house has never been painted; its sturdy wood exterior has long withstood the New England weather.

9. *Guiteras Junior High School* (1927), cor. Hope and Washington Sts.,

THE URBAN AND SUBURBAN
SCENE

THESE glimpses of cities and towns reveal either general characteristics or unique features not readily summarized under specific headings. Providence is represented by a harbor scene, decorative detail on the Fleur de Lys Building, and the pergola and lawn of the John Brown House. Newport has a scene of the harbor and the well-preserved Wanton-Lyman-Hazard House. Bristol is represented by two houses, one with a characteristically fanciful parapet; and Westerly by a small eighteenth-century house typical of the southwestern part of the State. The quiet country road in Potowomut illustrates the rural character of the City of Warwick.



BRADFORD HOUSE, HOPE STREET, BRISTOL



GOVERNOR WILLIAM GREENE HOUSE, DIVISION STREET, WARWICK

CAPTAIN CARD HOUSE, WESTERLY





HARBOR SCENE, NEWPORT

WANTON-LYMAN-HAZARD HOUSE, NEWPORT





TWO VIEWS OF THE FLEUR DE LYS BUILDING, 7 THOMAS STREET, PROVIDENCE





PROVIDENCE HARBOR FROM FORT HILL, EAST PROVIDENCE

PERGOLA, JOHN BROWN HOUSE, PROVIDENCE





COUNTRY ROAD, POTOWOMUT PENINSULA, WARWICK



REYNOLDS HOUSE, HOPE STREET, BRISTOL



A PICTURESQUE CORNER, ANGELL AND BENEFIT STREETS, PROVIDENCE

was the gift of Dr. Ramon Guiteras as a memorial to his mother, Elizabeth Wardwell Guiteras. The building is planned in the form of a crescent. Facing the main highway, the central pedimented portico of Indiana limestone is supported by six Corinthian columns and flanked by two-story white-brick wings.

10. *Bosworth House* (*private*), 814 Hope St., was built for Deacon Nathaniel Bosworth, born at Hingham, Massachusetts, in 1651, and removed to Bristol by way of Rehoboth, Massachusetts, where he lived for some time. A cooper and fisherman, Bosworth was also an incorporator of the town and the first deacon of its first church (Congregational), the organization and initial services taking place in his home. The house, built in 1680, is believed to be the oldest in Bristol. Only the southwest portion of the present structure was built by the older Bosworth, but his successors, in making additions, have preserved the original form, so that the two-story, hip-roof mansion, with its twelve-paned windows and somewhat dilapidated Ionic portico, presents an air of quiet comfort. One of its nineteenth-century owners believed that several cannon balls, shot from British vessels during the bombardment of the town in 1775, had pierced the walls and lodged between the first-floor ceiling and the floor of the second story. Incredulous listeners smiled with disbelief whenever the story was told, but when the house was repaired in 1863, several large-sized grapeshot were found.

11. *Reynolds House* (*private*), 956 Hope St., was built in 1698 by Joseph Reynolds, and is of an earlier Colonial type than some of the other prominent mansions in town. The main section of this old frame structure, almost square in plan, is three stories high with a long sharply sloping roof. The main door, with its fan-lights, pilasters and pediment, is on the west side of the house. On the south side is a small, plain, one-story portico, surmounted by a glassed-in room that is part of the second story. A low, two-story, gable-roof ell with a tall brick chimney projects from the house on the east side. In September, 1778, General Lafayette made his headquarters in this house. Mrs. Reynolds was informed of the approach of her guest and made suitable preparation for his reception. More than an hour before the time appointed for Lafayette's coming, a young Frenchman rode up to the house and, dismounting, tied his horse to a tree which stood near-by. Mrs. Reynolds thought he was one of the general's attendants, so she sent her Negro servant, Cato, to conduct him to the room designed for the subordinate officers. The young man expressed a desire for something to eat and was seated at the table prepared for his commander, though his hostess wondered that he could not control his appetite until a more appropriate hour. The officer ate heartily of the dinner placed before him, but sat so long at the table that Mrs. Reynolds was forced to remind him that his general was momentarily expected. To her amazement, the young man announced that he was the visitor whose arrival the household was awaiting.

TOUR 2 — 0.6 m.

W. from Wood St. on State St.

12. *Bristol Common*, between State, Wood, High, and Church Sts., is an eight-acre tract set aside by the town proprietors in 1781 for public use. The Common, now a park, includes an athletic field.

13. *St. Mary's Church* (R.C.), SE. cor. Wood and State Sts., is a white brick edifice of Gothic design (1911). It has imported, hand-painted windows, and an Italian marble altar with statues on either side. The first St. Mary's Church, a plain frame building, was built in 1855.

14. *State Armory* (*not open*), State St., between High and Wood Sts., is the home of the Bristol Train of Artillery, chartered in June, 1794. By the charter the company was made independent of all other regiments; when in active service it was to be under the command of the Governor only. Its members were exempted from ordinary militia service. Two brass field pieces, believed to have been captured from the British at the surrender of Burgoyne, were presented to the company by the State in 1797.

15. *Russell Warren House* (*private*) (about 1800), 86 State St., was designed and occupied by Russell Warren, architect of many Bristol mansions. It is a two-and-one-half-story frame structure with gabled roof from which rise two cement-coated chimneys. The design of the exterior is somewhat debased by the bizarre detail of its decoration. The recessed entrance portal with its green paneled door, arched fan-light, and splayed reveal, is framed by curious angel-posts and an elaborate lintel. Above the entrance is a 32-pane flat window. The raked corner quoins are a departure from the usual form.

R. from State St. on High St.

16. *Congregational Church*, cor. High and Bradford Sts., is a gray stone edifice with granite trim. The church was built in 1855-56, and is an example of Gothic Revival architecture. A tower on the northwest corner is surmounted with belfry and turrets. A chapel, dedicated in 1870, adjoins the church edifice. The first Congregational meeting-house in Bristol was erected in 1683, on the site where the Courthouse now stands. The church possesses many historic treasures, among which are two cups, dated 1693, the gift of Nathaniel Byfield, one of the original proprietors of the town and a founder of the church.

17. *Baptist Church*, High St., between State and Church Sts., is a granite edifice of Gothic design, with bell-tower. The First Baptist Church in Bristol was founded by Dr. Thomas Nelson. He came to Bristol in 1801, but shortly afterward decided to continue on to New York. A terrific storm arose, the ship was wrecked, and all were lost except Nelson and one other. This incident made him feel that he was another Jonah,

who had attempted to flee from the Lord. Dr. Nelson returned to Bristol in 1811, and with 23 members formed the church. Arrangements were made to build a substantial edifice, but the parishioners were too poor to bear all the expense of its erection, although the town had granted them a portion of the Common as a site; extra funds were procured by a lottery. The Stone Chapel, as the church building was called for many years, was completed in 1814.

18. *Bristol County Courthouse*, High St. opposite Court St., is a two-and-one-half-story, cream-colored building of Federal architecture. It was built about 1817, and has been recently renovated. The structure is adjoined by a two-story addition in the rear, and surmounted by an octagonal cupola. Here the General Assembly met occasionally until 1844. The building houses the Superior Court, the Fifth District Court, and a juvenile court.

R. from High St. on Court St.

19. *Burnside Memorial Building* (open 9-12, 1-5), SE. cor. Court and Hope Sts., was built in 1883-84, and named in honor of General Burnside, of Civil War fame. The building is constructed of granite, with brown-stone trim. It houses the various offices of the town government. On the south side of the hall is the *Soldiers' and Sailors' Monument*; surmounting a large rock is the bronze figure of a Union soldier, and by his side a sailor with the flag and an upraised sword.

Ambrose E. Burnside (1824-81) was born at Liberty, Indiana. He was graduated from West Point in 1847, and served in the army until 1852, when he resigned to manufacture a breech-loading rifle of his own invention. The factory for the latter, situated in Bristol, was later incorporated into the Herreshoff plant. After a few years in the rifle business, Burnside moved to Illinois, where he became (1858) treasurer of the Illinois Central Railroad. On the outbreak of the Civil War he entered the Union army as colonel of the First Regiment of Rhode Island Volunteer Infantry. He commanded a brigade at the first battle of Bull Run; as major-general he had charge of the left wing of the Union army at the battle of Antietam. In November, 1862, he succeeded McClellan as commander of the Army of the Potomac. In December, he crossed the Rappahannock River to attack Lee at Fredericksburg, where he was badly repulsed. He conducted lesser commands later in the war with competence; his services elicited formal thanks from Congress, President Lincoln, General Grant, and the General Assembly of Rhode Island. Burnside was Governor of the State 1866-69, and United States Senator from 1875 until his death in September, 1881. Aside from his public career, Burnside is remembered for the kind of whiskers he popularized.

L. from Court St. on Hope St.

20. *Howe-Churchill-Diman House* (*private*) (1809), 341 Hope St., was built by the grandfather of Mark Anthony De Wolfe Howe. It is a yellow clapboarded structure designed in the early Federal style. The house is two stories high, with a small colonnaded portico projecting

from the front. A vestibule with blank side walls encloses more than one-half the portico. There is a stately entrance portal set in an elliptical arch with fan- and side lights. The delicately corbeled cornice of the house is surmounted by an elaborate white railing with diamond paneling, urn finials, and white spread eagles on the four corner posts. Shortly after the War of 1812, this house was the home of one of Bristol's outstanding privateersmen, Captain Benjamin Churchill. He ornamented the four corner posts of the roof railing with carved eagles, thereby replying to the challenge of a neighboring privateersman who had capped his dwelling with a pilot house. The next prominent occupant of the house was Byron Diman, a native of Bristol and a business associate of James De Wolfe. He was the Lieutenant-Governor of the State, 1840-42, 1843-46, and Governor, 1846-47.

21. *St. Michael's Church*, Hope St. between Church and Constitution Sts., was built in 1860-61. It is of Victorian Gothic design constructed of freestone, with a steeple on the southwest corner. The Chapel (1877) is a rough brownstone edifice with walls laid in broken ashlar. The doors and inside finish are of ash, and most of the floors are of Southern hard pine. The windows on the south side are glazed with decorated cathedral glass, those on the north side have plain glass with tinted borders. The church society was established in 1721 by the Reverend James Orem, who was succeeded in 1723 by John Usher. During the latter's pastorate a town law was passed requiring him to support all the widows of the parish out of his salary. In May, 1778, the old St. Michael's Church was burned by a raiding band of British soldiers from Newport, who supposed that the tombs under the church were the town's powder magazines. Until the close of the Revolution, anti-English feeling caused Episcopal services to be suspended. Later the parish experienced two notable revivals, in 1812 and 1820, the latter so fervent that shops were closed and business came to a standstill.

R. from Hope St. on Constitution St.

22. The *Collins-Aikman Company* (open on application to the superintendent), 180 Thames St., long known as the Cranston Worsted Mills, stands as a substantial expression of the work of the late Charles B. Rockwell, who made a close study, both here and abroad, of the sorting and preparation of wool and the art of converting it into novelty yarn. In 1886, he founded the Cranston Worsted Mills, at Cranston, and soon purchased the former Pokanoket Steam Cotton Mill, in Bristol. The plant has since been much enlarged. In 1927, the business was merged with the Collins-Aikman Corporation, manufacturers of Ca-Vel and other plush automobile upholstery, fabrics for which about 80 per cent of the Bristol product is used; the remainder of the output is yarn for weaving and knitting.

23. From Thames St., looking west, is a broad and panoramic *View of Bristol Harbor*, Poppasquash Neck, and Hog and Patience Islands (see *Tour 5*). There were *Revolutionary Intrenchments* along the west side of Thames St. during the Revolution; they were built along the shore, ex-

tending south from the foot of State St. to the foot of Burton St. They comprised a wall five feet high, built of turf and stones, and filled on the inside with loose earth and small stones; nothing remains of the old work.

TOUR 3

N. from the town center on Hope St. (State 114).

Left from Hope St. on Colt Drive.

On either side of the entrance to the Drive is a capped marble pedestal, about eight feet high, on which stands a bronze bull.

24. On the Drive, between Hope St. and the shore, where the Drive enters the Colt estate proper, is the *Bristol Poor Farm*, a spacious estate with a plain stone house standing in a group of elm trees. The property was presented to the town by Captain James De Wolfe. When the gift was made, a fellow citizen is said to have remarked, 'Why, Captain De Wolfe, there'll never be need for so large a poor farm in this small town.' The old gentleman, who was already troubled by his son's tendency to extravagance, replied with a smile, 'Oh, my grandchildren will be coming to live on that farm yet, and they are accustomed to plenty of room.'

On the grounds of the Colt estate itself, the Drive, about 2 m. long, winds along the rock-strewn shore of Narragansett Bay (R), and then turns east (L) toward the built-up section of Bristol.

End of Colt Drive at Poppasquash Rd.

A short distance (R) on Poppasquash Rd. is *Point Pleasant Farm*, where once lived Nathaniel Byfield. He was the youngest of 21 children in a family prominent in English Church and Court; he landed in Boston in 1674 from England. During a period of six years in Boston, he married and became wealthy. In 1680, when the deeds for Bristol were granted, he acquired a large estate, and began an active life on behalf of the town. When a court was established with the incorporation, he became chief judge, and was five times a delegate to the General Court in Boston. He held the position of Chief Justice in the Court of General Sessions of the Peace and Common Pleas for 38 years. In 1702, Governor Dudley appointed him Judge of Probate for the County of Bristol. In 1724, feeling that he deserved a rest, he retired to Boston, where he died in 1733. John Brown Herreshoff of the boat yard also once lived on this farm.

Left from Colt Drive on Poppasquash Rd.

Poppasquash Road extends along the west shore of Bristol Harbor on Poppasquash Neck. There is a view to the eastward (R) of the harbor and the town of Bristol, and (L) stretches a broad landscape dotted here and there with farmhouses and modest estates. Poppasquash Neck, the westernmost promontory of the township, projects into Narragansett Bay. Probably the first settlers on the Neck were a small group of squatters from Providence, who found it a convenient fishing ground.

25. Near the exit of Colt Drive is the *De Wolfe-Middleton House* (1808), designed by Russell Warren and built by William De Wolfe, father of Maria De Wolfe Rogers. The house is sometimes called 'Hey Bonnie

Hall.' It was the custom of Mrs. Middleton, his granddaughter, to sing 'Hey the Bonnie' a Scotch ballad of which Mr. De Wolfe was very fond. When approaching his end, having sunk into a lethargy from which no efforts would arouse him, after a long time of unconsciousness he opened his eyes and said, 'Where is my little "Hey the Bonnie"?' These were his last words, and from them Mrs. Middleton gave the name to this old homestead. The mansion, a Northern house with a Southern plan, is an excellent example of post-Colonial architecture. The east portico is supported by two Corinthian columns which rise to the roof, and the smaller columns at either side of the entrance door support a balcony protected by the porch roof. The proportions of the house are well balanced and the large wings suggest the Virginia plantation house. There is a sense of dignity and simplicity of design in the detail of the windows and the pilasters, and the hand-carving of the balusters is unusual. Old-fashioned flower-gardens dot the lawns.

Beyond the Middleton House, Poppasquash Rd. winds around the west and north sides of Bristol Harbor.

26. At the junction of Poppasquash Rd. and Hope St. is the *Site of a British Encampment*. Here a band of Bristol troops were stationed on May 26, 1778, while scouts were sent forward to reconnoiter. The scouts seized an aged woman, and threatened to take her as a prisoner to Newport unless she informed them of the number and location of the American troops and the situation of the leading houses. The terrified woman quickly gave the desired information, and the British soldiers marched through the town. As the soldiers marched along, small squads were sent out from time to time to visit the houses. Many of the homes were plundered and many persons were taken prisoner. It is related that when the British troops reached the corner of Hope and State Sts., their commander was addressed in a pompous manner by a gentleman, with the salutation, 'I am a friend of the King.' 'You are just the man we want. Fall in!' was the reply, and he was carried away captive.

R. from Poppasquash Rd. on Hope St. to center of town.

TOUR 4

S. from front of Burnside Memorial on Hope St.

27. *Herreshoff Manufacturing Company* (open on application to superintendent), Hope and Burnside Sts., was established in 1863. When John Brown Herreshoff, a lover of boats who was stricken with blindness at the age of 18, accepted a commission to design and build a yacht for Thomas Clopham, he began an industry that thrived beyond all expectations and brought international fame and honor to himself and to Bristol. In his early years, Herreshoff had acquired such a knowledge and 'feel' of boats that his blindness was no obstacle. The handwork, however,

was done by his brother, Nathanael Greene Herreshoff, called 'The Wizard of Bristol.' John had an exceptional memory and a photographic mind. His method was to dictate specifications to his brother, who would construct a model; then by feeling of the model, he could find defects and suggest improvements with uncanny intuition. A secondary faculty was his ability to estimate the cost of a boat down to the last dollar, and no one was ever able to take advantage of him.

Though the name Herreshoff has come to connote a long list of successful America's Cup Defenders, dating back to 1893 and including the 'Vigilant,' 'Columbia,' 'Reliance,' and 'Resolute,' this plant has designed and built hundreds of pleasure craft and service vessels. In beginning his work in 1863, John B. Herreshoff, then only 22 years old, hired a crew of men, procured supplies of seasoned lumber, and fitted up an old tannery as a shop. In the next year, nine sailing craft, ranging in length from 22 to 35 feet, were launched. As the business grew, the old Burnside Rifle Factory was bought and converted into a sawmill for producing the plant's own lumber. By 1868, Herreshoff had built his first steamer, the 'Annie Morse,' following it in 1870 with the 'Seven Brothers,' a pioneer fishing steamer on the Atlantic coast.

From time to time cup defender yachts can be seen at the Herreshoff Company's dock. The 'Resolute' was built to defend America's Cup against Sir Thomas Lipton's 'Shamrock IV' in 1914, but owing to the World War, the race was postponed until 1920 when the 'Resolute' was again named to defend the Cup. This series (1920) was the first in which the defender and challenger were sailed by amateur crews. In the first race of the series, the 'Resolute' parted the throat halyard of her main-sail and broke the gaff-jaws, so she had to be towed back. This is the first instance of a defender failing to cross the finish line. The second race was also won by the challenger, but the 'Resolute' won the remaining three races, and retained the Cup.

The first torpedo boat built in this country was built at the Herreshoff boat yards in Bristol in 1885. This boat, named 'Stiletto,' was originally a yacht, and it was built as an experiment. It was sold to the Government in 1887, and was refitted as a torpedo boat. According to the meager records at the Herreshoff Company, the boat was 94 feet in length, with an 11-foot beam, and was of wooden construction. It had an engine and a single screw. The 'Stiletto' was on duty in Newport until after the World War.

Along this elm-roofed highway, the southern end of Hope St., lined with palatial residences and estates, are occasional views (R) of the placid waters of Mount Hope Bay and numerous yachts lying at anchor.

R. from Hope St. on Ferry Rd.; L. from Ferry Rd. on Griswold Ave.; L. from Griswold Ave. on Metacom Ave.

28. *Mount Hope Farm (open by appointment)* (R), Metacom Ave., is on an elevation overlooking Mount Hope Bay. This was once an Indian village and the home of the noted Indian sachem, King Philip. It has

recently been restored to its natural beauty and is being preserved as a reservation reminiscent of Indian life.

King Philip's Chair, a group of stones rolled together to resemble a chair, is a little north of the top of the mount. It was from this chair that Philip addressed his men and other tribesmen during his reign.

The *King Philip Museum* (*open by appointment*) is at the summit of the elevation. It was established in 1904, and occupies the probable site of the home of King Philip. The building is a plain, one-story concrete structure, and it houses notable collections and exhibits of about 75,000 Indian relics.

On the side of the road leading to the museum is a granite stone that marks the spot where King Philip was killed (*see Indians*). Just north of this marker is *King Philip's Spring*, sometimes called Cold Spring. According to tradition, Philip is said to have drunk of its water just before he was ambushed and slain. When the news was brought to Captain Benjamin Church that King Philip and a band of Pokanoket Indians had taken refuge in the swamp at the foot of Mount Hope, he immediately set out for the place with his company, made up of Indians and Englishmen. Captain Church rightly conjectured that the hunted band would rush into the swamp as soon as the alarm was given, and therefore placed a part of his company in ambush behind the trees, pairs of Englishmen and Indians being placed together. Philip was relating to his friend a dream which had disheartened him in the night; the dream had placed him in the hands of his foes, and it seemed to him to presage his speedy end. At this moment, one of his followers happened to glance toward the spot where two of their enemy were concealed. The Englishman saw the glance, and, thinking himself discovered, fired his gun. The Pokanokets, without resisting, at once plunged forward to escape, and Philip rushed straight upon two men of the party in ambush. An Englishman first aimed at the chieftain, but his gun missed fire; his companion, Alderman, one of the Sakonnet tribe, fired, his bullet penetrated the heart of Philip, and he fell forward upon his face in the mire. Alderman was given the head and the scarred hand by which Philip's corpse was identified, and the headless trunk was quartered and left unburied on the ground.

Senator Bradford House (*private*) (about 1770), on Mount Hope Farm, is a dignified mansion of Georgian Colonial architecture. It is a two-and-one-half-story white frame house, rectangular in plan, with two squatty chimneys rising from the peak of its gambrel roof. The central doorway consists of a white paneled entrance door surmounted by a classical pediment supported by two Ionic pilasters. Pedimented dormer windows project from the roof on the west side. The windows of the house have very small panes, and are topped by corniced headings.

It was once occupied by Colonel Isaac Royall of Medford, a British Loyalist and a member of the King's Provincial Council for 22 years. Royall fled to England in 1776, where he died in 1781. He bequeathed

about 2000 acres of land in Worcester County, Massachusetts, to found the first Law Professorship of Harvard University. The Mount Hope Farm lands were confiscated by the State during Revolutionary days, were sold, and the proceeds were appropriated to help support the militia. Later it became the home of William Bradford, Deputy-Governor and later United States Senator from Rhode Island. Bradford died in July, 1808, and the property was inherited by his son-in-law, James De Wolfe, youngest son of Mark Anthony De Wolfe.

During the War of 1812, Captain James De Wolfe sponsored several privateers, including the 'Yankee.' One of his vessels brought into Bristol a prize heavily laden with gold, and the captain carried the gold to his home, The Mount, where he spread it on the floor and then lay down in it exclaiming, 'I have always meant to roll in wealth.' After the war, James De Wolfe appeared as a man of affairs extending his shipping ventures into whaling and commerce with China. Foreseeing the future of cotton manufacturing, he established the Arkwright Mills in Coventry, in 1812. He was influential in local politics, was United States Senator 1821-25.

R. from Metacom Ave. on Town Beach Rd.

29. *Bristol Town Beach*, at the end of this road, is a fine sandy beach on the west shore of Mount Hope Bay. Here is also a five-acre picnic ground, equipped with tables and fireplaces (*open; free*).

30. Near the end of Town Beach Rd. is the *Site of Narrows Fort*, a small fortification built in 1675 during King Philip's War. It was here that Captain Benjamin Church, when on his singular and adventurous expedition to capture Anawon, one of Philip's warriors, roasted horse-beef for his men in August, 1676. Here also Church confined several prisoners; he 'had caught ten Indians,' and guarded them all night in one of the flankers of the garrison.

31. On the shore of the bay, about 0.4 *m.* north (L) from the end of Town Beach Rd. (reached by walking) is *Northmen's Rock*. It is about ten feet long and six feet wide; popular conjecture associates this rock, upon which is a strange inscription, with the visit of the Vikings. It is believed that as the boat of the Northmen approached the shore, the broad flat surface of the rock presented itself invitingly to their feet amid the huge round boulders that covered most of the shore. When the party set out to explore the surrounding country, so the story goes, one of their number was left in charge of the boat. He seated himself upon the rock and amused himself by cutting his name and the figure of his boat upon its surface.

PRUDENCE ISLAND, in Portsmouth Township, lying about four miles SW. of Bristol, is reached by a *Ferry from Church St. Dock* (*fare 35¢ one way*). The island is about 6 miles long and 1 mile wide, and was largely wooded until the Revolution when much of the natural growth was used by the British for fuel. There are a few permanent residences on the

island, and within the past few years several summer places have been developed.

The island was purchased from the Indians soon after Roger Williams settled at Providence in the summer of 1636. In the 1650's an attempt was made, under authority of the Duke of York, to develop it into a feudal estate, known as Topley or Sophy Manor. Two small engagements were fought on the island during 1776.

N E W P O R T

City: Alt. 0-100, pop. 27,612, sett. 1639, incorp. 1784-1853.

Railroad Station: N.Y., N.H. & H. R.R., foot of West Marlborough St.

Airport: Newport Airport, no scheduled service, 3.5 m. north of Washington Square, Broadway and State 114 to Chase Lane turn-off.

Information Service: Chamber of Commerce, 127 Thames St.; Automobile Club of Rhode Island, 15 Pelham St.; Automobile Liability Association, 26 Long Wharf.

Accommodations: Six hotels and numerous inns, boarding-houses, restaurants, and taverns.

Piers: Interstate Navigation Co. to Block Island from June 1 to September 15 inclusive, steamboat leaves Perry Mill Wharf daily; Jamestown and Newport Ferry Co., Market Square, hourly service; U.S. Government Ferry to Torpedo Station, Government Landing.

Theaters: The Newport Casino presents a series of stock productions, afternoon concerts, and other entertainments during the summer season.

Annual Events: Newport Casino Tennis Tournament, in August; New York Yacht Club Annual Cruise; the Astor, King and Brenton Cup Races held annually in August, off Brenton's Reef Course; the International Cup Races off Brenton's Reef Course in September of the challenge year.

Fishing: Anywhere along the coast of Newport, in its harbor or off the rocks, salt-water fishing may be enjoyed — no local restrictions.

Swimming: Newport Beach Pool, Bath Road; Y.M.C.A. Pool, Mary St.; Army and Navy Y.M.C.A. Pool, Washington Sq.; Newport Beach, Bath Road; Hazard's Beach, Ocean Ave.; Viking Beach, Ocean Ave.; Bailey's Beach, Ocean Ave.

Yachting: Ida Lewis Yacht Club, Wellington Ave.; Newport Yacht Club, Swan Ave.; N.Y. Yacht Club, N.Y.Y.C. Wharf. Newport has a sheltered harbor for yachts of all sizes, and Narragansett Bay offers the yachting enthusiast great opportunities.

THE City of Newport covers the jagged peninsula on the southwestern end of the Island of Rhode Island that looks like a crumpled old boot, with its toe pointing westward into Narragansett Bay and its sole and rear to the Atlantic Ocean. The old center is, roughly, at the front of the ankle on sheltered Newport Harbor. The famous Ten-Mile Drive connecting great estates along the shore is a loop that winds nearly straight south from the center, swings west along the sole and winds back over the toe to the center again.

There are three distinct Newports: the first is the blunt old center, now partly dependent on the army and navy bases and the summer resort; the second is the military and naval Newport, which lives on its own reservations; and the third is the opulent resort Newport behind and below the old center. Each of the three Newports ignores the others.

Perhaps fortunately, the representatives of the Gilded Age who pre-empted the ocean shores of the city and built the palaces that at one period made the rest of the country bracket Newport with Babylon, were too grandiose in their tastes to be interested in anything as unpretentious and simple as the houses and public buildings of the old city; and they managed to impress the world with the idea that the ocean shore was the only desirable place to live or visit. Hence the old town has never been 'restored' to that state of professional quaintness characteristic of other seaboard cities that have attracted summer populations. So detached is the old city from the resort area that its business district has neither the militant neon-signed aggressiveness, the ultra-smart branches of New York shops, nor the other 'shoppes' of the usual recreational centers.

The natural attractions of Newport are great, but the city has become even better known for the achievements or activities of its inhabitants, past and present. On every hand are beautiful country seats of every known style and order of architecture; there are flourishing old churches and new ones; good libraries, and last but not least a Society, spelled with a large capital S.

The population of the city is increased in summer by throngs of visitors and semi-permanent residents. Many of the summer residents stay for a long season of four months. The more fashionable season is shorter, beginning about the middle of July and ending the first of September. During this season the '400' fill the avenues with gorgeous turnouts, the harbor with yachts, the houses and clubs with elegantly dressed men and women. There is also a gay winter season in Newport, when families of the army and navy officers give dinners, balls, and impromptu entertainments.

The main section of the city is built on a gentle slope, so that the houses and churches on the eastern side of the city are on much higher ground than those close to the harbor-front. Many of these streets are interesting in themselves because the old portion of the city, near the wharves, is but little changed from the Newport of two hundred years ago. Here are the same old-fashioned houses, the same crooked, narrow streets. Here and

there pretentious new structures look down upon their older neighbors with a disdainful air, but they are not numerous enough to change materially the face of things. Running parallel with the wharves is Thames Street, or the Strand as it formerly was called. It is a narrow street, with narrow sidewalks, lined by old high gable-roofed stores and warehouses. From the artery of the business section branch off many side streets leading to another long thoroughfare, Spring Street, which is also parallel to the waterfront, and lined with close-set frame houses, many of them preserving their eighteenth-century doorways.

The climate of the city is healthy and delightful; the proximity of the ocean modifies the temperature so that it is eight to ten degrees higher in winter and about the same amount lower in summer than that of inland cities on the same latitude.

Newport was probably named for Newport, the capital of the Isle of Wight, which the island of Aquidneck, or of Rhode Island, somewhat resembles.

Newport was founded in the spring of 1639 by a small band of men under the leadership of John Clarke and William Coddington (*see History*). The two latter had earlier resided in Boston, where their sympathies with the Antinomian movement had brought them into disfavor with the Massachusetts authorities. With about fifteen associates, Clarke and Coddington left Boston for Roger Williams' settlement at Providence in March, 1638. Williams helped them to purchase Aquidneck, or the Island of Rhode Island, from the Indians, whereupon the group settled first near the north end of the island, in what is now Portsmouth (*see Tour 6*). With the subsequent appearance at Portsmouth of other and more numerous emigrants from Massachusetts, who succeeded under their leader, Anne Hutchinson, in gaining political control of the settlement, some of the first comers decided to locate elsewhere.

On April 28, 1639, William Coddington, Judge; Nicholas Easton, John Coggeshall, William Brenton, Elders; John Clarke, Jeremy Clarke, Thomas Hazard, Henry Bull, William Dyer, Clerk, agreed at Pocasset [Portsmouth] 'to propagate a plantation in the midst of the island, or elsewhere,' and shortly thereafter they removed to the southern end of Aquidneck.

Nicholas Easton and his two sons, Peter and John, went by boat to an island in present Newport Harbor, where they lodged; naming it Coaster's Harbor Island (*see Motor Tour 1*). The other members of the company soon arrived, and all looked about for the best site of a permanent settlement. There was a swamp where Thames Street is now, so the settlers crossed over to the present Newport Beach. Fearing that this location would be unsafe for shipping, they returned to the harbor and began the town near the junction of what is now West Broadway and Marlborough Street.

On May 16, 1639, it was agreed that 'the plantation now begun at the s.w. end of the island shall be called Newport; and that all lands lying

northward and eastward from said town towards Pocasset [Portsmouth], for the space of 5 miles, and so cross from sea to sea, with all lands s and w, bounded with the main sea [Atlantic Ocean], together with the small islands and the grass on Conanicut, is appointed for the accommodation of said town. It is ordered that the town shall be built upon both sides of the spring [near junction of Broadway and Spring St.], and by the sea-side, southward.'

On July 11, 1639, John Clarke, Robert Jeffreys, and William Dyer were empowered 'to lay out all the lands for the town's accommodation; as also all highways, with house allotments, and the disposition of several farms to the persons inhabiting.' Thames Street was the first to be planned and was made one mile long. The first house lots were laid out on the north side of Washington Square: four acres were allotted for each house lot.

In November, 1639, commissioners were chosen in Newport to treat with Portsmouth regarding a union of the two towns under a sort of federal government. The combination was effected in 1640. The two settlements agreed, in March, 1640, to be ruled by a governor, deputy governor, and four magistrates called assistants. The governor and two assistants were to be chosen from one town, and the deputy governor and two assistants from the other. William Coddington was elected as the first governor.

On August 6, 1640, Robert Lenthal was invited to take up his abode in the town 'to keep a public school for learning of the youth.' This was the first school established in Rhode Island, though how long it endured is uncertain (*see Education*).

On September 17, 1641, the town of Newport authorized Robert Jeffreys to 'exercise the function of Chirurgerie' which at the time included shaving.

When Rhode Island secured its first English charter in 1644, John Coggeshall of Newport became the first chief executive of the Colony; he was called president rather than governor, and his assistants were William Coddington of Newport, John Sanford of Portsmouth, Roger Williams of Providence, and Randall Holden of Warwick.

In 1651 the people of Newport were astonished to learn that William Coddington had secured an English patent making him governor of Aquidneck. The island towns reluctantly submitted to his authority, but sent John Clarke to England, with Williams from Providence, to have the Coddington commission revoked. News of the success of this mission arrived in February, 1653, and soon after Newport and Portsmouth resumed their former political associations with the rest of the Colony on the mainland. Ten years later, John Clarke of Newport was instrumental in securing the second Colonial charter, the King Charles Charter of 1663 (*see History*).

John Clarke was also a prominent religious leader, who assisted in founding the Newport Baptist Church, the second in America.

Shipbuilding began in Newport soon after the town was founded. A vessel of one hundred tons burden or more was built here in 1646 for the New Haven Colony. In 1649, Bluefield, a French pirate, came into Newport and sold a prize, but the authorities would not allow him to purchase a frigate he desired, fearing that he would attack their coastwise commerce which was then fairly well established.

Less than twenty years after the founding of Newport, William Coddington was shipping horses to the Barbados, where some were used to furnish power in sugar mills. By 1675, the island farms, which have the best soil in the State, were furnishing exports for the middle and southern Colonies, the West Indies, and Europe. Wool was sent to France in exchange for linen; horses, beef, pork, butter, cheese, and flour went to the Barbados for sugar, molasses, and indigo; and codfish, haddock, and mackerel were exported to the West Indies and southern Europe in exchange for salt, rice, and wines.

Newport early became, as did other Rhode Island towns, a haven for those who left the Mother Country or other American Colonies for religion's sake. To Newport in particular came the Quakers. On August 3, 1657, a small vessel, the 'Woodhouse,' entered Newport Harbor bringing six Friends — the original apostles of Quakerism on these shores. Many influential and wealthy people on the island embraced their doctrines, among whom were William Coddington, William Brenton, and Nicholas Easton. Quakers came to hold the chief offices in the Colony; for two centuries, at least, they exerted a calm and restraining influence in local affairs.

Among the many women who became Friends was Mary Dyer, wife of the secretary of the Colony. In 1660 she was hanged in Boston, Massachusetts, for returning to that Colony after having been warned to keep her 'pernicious and dangerous doctrine elsewhere.' When George Fox came to New England in 1671, he made Newport his headquarters. Another of the early Friends was Edward Wanton, who came to Rhode Island from Scituate, Massachusetts, where he had quarreled with the minister over the obligatory support of the Congregational church. Wanton's two sons, and two later descendants (though not all were Quakers, since the later generations embraced the Episcopal faith), became governors of Rhode Island.

In Colonial days, Newport was an important center of the Jewish people in America. The first Jews to settle in the city were fifteen families who came from Holland in 1658. They immediately formed a religious congregation, the Jeshuat Israel. For a century after this the Jews of Newport worshiped in their homes; a synagogue, still standing at 72 Touro Street, was built in 1763. The first group of Newport Jews brought with them the first degrees of Masonry, and established what is believed to be the first lodge of Freemasons in America.

The early Hebrew group was augmented in 1694 by several families from Curaçao, and in 1755 by many who were driven from Portugal by earth-

quakes. Jacob Rodrigues Rivera, who is credited with introducing the spermaceti industry to the Colonies, arrived in 1745 with a group of refugees from the Spanish Inquisition, and Aaron Lopez, who became his business partner and son-in-law, arrived in 1752. These names are outstanding in the history of Jewry in America. The early Newport Jews were men of means and liberal education; they became prosperous merchants and flourished until the Revolution, with its British occupation of the city, nearly destroyed local commerce. The original Jewish colony then dispersed, some of its members migrating to southern States.

When news of the restoration of Charles II to the English throne reached the Colony in October, 1660, Governor William Brenton of Newport ordered a day of thanksgiving and public rejoicing in each town. In Newport huge bonfires were lighted on the lime rocks, site of the present Ida Lewis Yacht Club; the townspeople paraded through the streets with a band. A figure of Oliver Cromwell was followed by a man dressed as Satan, with a long tail that he used to prod the Lord-Protector with, to the delight of the crowd.

Benedict Arnold, great-grandfather of the Revolutionary War traitor, moved from Providence to Newport in 1653. He was the first governor of Rhode Island under the charter of Charles II, and is believed to have built the Old Stone Mill in Touro Park.

In 1671, a Seventh Day Baptist church was organized in Newport. In 1672, George Fox, the Quaker leader, preached in Newport, and Roger Williams, then seventy-three years old, held a debate with three Fox disciples at the old Quaker meeting-house in Newport.

Newport was little touched by King Philip's War of 1675-76, save that many settlers to the north and west fled to the island for greater safety from the Indians.

A royal custom-house was established at Newport in 1681.

In 1687, Edmund Andros, Governor-General of the Dominion of New England, stopped at Newport and thereupon demanded the Rhode Island charter. He did not gain physical possession of the document, since Governor Walter Clarke had sent it to his brother to be hidden, but the independent government of the Colony was declared suspended (*see History*). Local self-government was resumed two years later on the collapse of the Dominion.

In 1726, the printer James Franklin, brother of Benjamin, left Boston and came to Newport, where he sought to find greater freedom of the press. He did not revive his *New England Courant*, which had caused so much trouble in Boston, but printed a few pamphlets, parts of the Rhode Island laws, and in 1730 issued an edition of Berkeley's *Alciphron*. He used his press also for printing designs on silks, calicoes, and linens. In 1732, he founded the State's first newspaper, the *Rhode Island Gazette*. In 1758, James Franklin, Jr., began the *Newport Mercury*, a publication that has, with one brief interruption during the Revolution, come down

to the present day, thus establishing a venerable record for continuous publication.

John Mumford made a survey of Newport in 1712, with a map showing the streets and principal buildings. The main artery was Thames Street. Spring Street began at Griffin, now Touro Street, and stopped a little south of Mary Street. The part of Spring Street from Griffin, northerly, was called Bull Street, and it stopped at Broad. The only streets which ran easterly to the crest of the hill, now at Bellevue Avenue, were Griffin and Mill Streets. The compact part of the town was from the town pound, at the head of Broad Street, to Thames Street. The public buildings at this time were the schoolhouse, between Queen and Ann Streets, and Governor Bull's house (1693) on Spring Street. The northern part of this stone building was used as a jail. The only meeting-house was that of the Friends, erected in 1700, which stands at 30 Marlborough Street.

The General Assembly of the Colony, in 1715, appropriated £289 for paving the streets of Newport.

On July 19, 1723, twenty-six pirates were convicted and hanged at a spot a little south of Long Wharf; their bodies were carried to Goat Island and buried between the high and low water mark.

The arrival in 1729 of George Berkeley, Dean of Derry, was a noteworthy event in the history of Newport, for the learned doctor, who took up residence in near-by Middletown (*see Tour 6*), sought to improve local politics, learning, and art. He brought with him a number of cultured gentlemen, among whom was Smibert the painter (*see Art and Artists*). Berkeley is also supposed to have suggested the formation of the literary society that afterward became the Redwood Library Company.

Regarding the religious atmosphere of Rhode Island, Berkeley wrote in 1729 to a friend in Dublin: 'Here are four sorts of Anabaptists, besides Presbyterians, Quakers, Independents and many of no profession at all. Notwithstanding so many differences here are fewer quarrels about religion than elsewhere, the people living peaceable with their neighbors of whatsoever permission.'

It was about this time that Nathanael Greene, father of the Revolutionary general, caused considerable gossip. While passing an evening at the home of one of the Wantons, many visitors dropped in, including every clergyman in town. A punch was prepared, and the unity of spirit which ensued was surprising. The Reverend Honeyman thought there was not half as much virtue in a surplice as he had always believed, and Parson Clapp concluded there was less error in the established church than he had supposed. The Jewish Rabbi agreed that if the Messiah had not already come, the sound of His chariot wheels was in the air, and the Baptist brethren cheerfully admitted that *to* or *into* the water was very much the same thing. When the party sallied into the street, 'the Hebrew and the Episcopalian locked arms, and abandoned themselves to a contemplation of the heavenly bodies,' and the others 'betook them-

selves to making Virginia fences from one side of the street to the other.' Nathanael Greene had been 'seized with some mild affection of the knees, which made the assistance of a negro in going up-stairs quite convenient.' Next morning the ministers omitted their usual services in order to attend the Friends meeting at which Greene was to speak. The meeting-house was filled to capacity. At length, Nathanael Greene arose, and in a tremulous voice, counseled all his hearers to be temperate, especially in the use of strong drink.

From 1647 to 1743, the majority of Rhode Island governors were Newport men. The general elections were held in Newport, although freemen residing elsewhere were allowed to vote by proxy. Party spirit ran as high then as it has since, and the guiding maxim was 'all is fair in love and war and elections.' It was a common practice to get freemen 'half seas over' and strand them on Prudence Island far distant from the polls, and on one occasion it is reported a sloop filled with voters was purposely run on the harbor rocks 'in order to have the majority on the right side.'

Between the years 1746-50 Newport received many Scottish immigrants, among them being Edward Scott, grand-uncle of Sir Walter Scott. He was for more than twenty years master of a grammar and classical school here, and was an active member of the Philosophical Society and a librarian of the Redwood Library Company.

On June 16, 1743, the northern part of Newport was set off into a separate town, and named Middletown.

In 1756, the many Negro slaves in the city, who had observed the pride which their masters took in their government, and the zest with which they strove for office and preferment, conceived the idea of imitating the whites by establishing a government of their own. Their election took place in June, and every Negro who had a pig and sty was allowed to vote. After the 'election' the Negroes escorted their 'governor' to the place of inaugural, at the corner of Thames and Farewell Streets. After these elections both the victors and vanquished united in innocent carousing.

In 1761, there were 888 dwelling houses and 439 warehouses and stores in Newport.

As noted above, the early industries in Newport were farming, fishing, and shipbuilding. At the beginning of the eighteenth century the trade in rum and molasses brought about an intense local activity; distilling, sugar refining, brewing, and the making of sperm oil and spermaceti candles, created a prosperous Newport.

The one shadow on this happy picture was the African slave trade in which Rhode Island was more concerned than any other Colony, with Newport the chief Rhode Island slave center. In 1708, the British Board of Trade addressed a circular to all the Colonies relative to trade in Negro slaves, which read in part, 'It is absolutely necessary that a trade so beneficial to the kingdom should be carried on to the greatest advantage.' In 1707-08, the Colony laid an import tax of £3 on each Negro imported. The proceeds were large; in 1729, some of the money was

appropriated for paving the streets of Newport, and some for constructing bridges. The tax was repealed in 1732.

Many fortunes were amassed in the slave trade. Fifty or sixty vessels were engaged in this traffic, and their owners were among the leading merchants of the city.

Newport's era of greatest prosperity was from 1740 to 1775. During King George's War, many privateers were fitted, and sent back to this port over twenty prizes, some of them very valuable. In the French and Indian War, 1754-63, Newport had fifty vessels engaged in privateering; but at the same time more than a hundred merchantmen from this port were captured by the enemy. In spite of this, 182 vessels cleared from Newport for foreign voyages, and 352 for coastwise ports, between January 1, 1763, and January 11, 1764.

The profits from commerce not only made profits for Newporters, but laid the base for a cultured society. The Literary and Philosophical Society (1730) and the Redwood Library were notable creations of an intellectual sort. In the mid-eighteenth century, Newport became a 'Mecca' for many aristocratic southern families who came here to spend the summer. These early summer colonists were mainly from South Carolina, Georgia, and Baltimore. They did not, like their modern successors, build palaces on the open shore front; rather they took up residence in the compact part of the town where they bought or rented rather modest houses for their entertaining. After 1750, many wealthy English planters from the West Indies found their way here for extended visits.

In 1761, Newport was visited by a theatrical group under the direction of David Douglass, from Williamsburg, Virginia. They erected a temporary theater near Dyer's Cove and gave several of Shakespeare's plays. At this time the young ladies of Newport were said to be especially charming for the color of their cheeks, lightness of foot, and grace of deportment. The fact that many of them were from Quaker families did not interfere with their participation in social activities. Besides the theater and teas, there were parties at Fort George, on Goat Island. The shops offered fine silks, laces, pottery, tea, and objects of art from Europe and the Orient.

The 'first families' generally ended the summer season with autumn corn-husking festivals. Most of those who attended brought their slaves to do the real work. After a little pretense at husking, the guests would sit down to a magnificent feast, and then repair to the ballroom for dancing. These festivities sometimes continued several days, and while the masters made merry in the parlor, the slaves disported themselves in the kitchen and outhouses.

Over this scene of commercial activity and social splendor fell the shadow of the Revolution. In 1769, when the British began an aggressive policy of law enforcement on the island, Newport was in the zenith of its glory; it would have been a rash prophet who would then have asserted that New York might one day equal Newport as a commercial city. The

townspeople were well educated; many lived in substantial and handsome houses; and the wealthy merchants dispersed generous hospitality to an ever-changing throng of visitors. The Newport of that period lingered in the visitors' memory as a place of gay entertainment, of scarlet coats and brocade, lace ruffles and powdered hair, high-heeled shoes and gold buckles, delicate fans and jeweled swords, delicately bred women and cultured men. Even in Europe the town was noted for the elegance of its society. Every indication seemed to point to it as a future metropolis of the New World.

Few people had greater reason to fear a rupture between the Colonies and England than the merchants of Newport, though many of them were willing to adopt strong measures to secure laws more favorable to their interests. Trouble began in the summer of 1764, when the officer on the British schooner 'St. John' seized a cargo of sugar at Howland's Ferry in the Sakonnet River. A group of Newporters stoned the schooner; and when she attempted to get under the protection of the man-of-war 'Squirrel,' the mob went to a battery near-by and opened fire on the vessels. The mob dispersed when the 'Squirrel' brought the battery under her broadside. In May, 1765, the 'Maidstone' came into the harbor and impressed several seamen from ships arriving there. One day when a brig from Africa was seized and the whole crew impressed by the English, an angry mob seized one of the 'Maidstone's' boats and dragged it to the Common, where it was burned.

In July, 1769, the 'Liberty' brought into Newport a captured Connecticut brig and sloop. During the night the townspeople cut the 'Liberty's' cable, and, when she drifted to shore near Long Wharf, burned her. Shortly after the destruction of the 'Liberty,' a number of British ships in command of Captain James Wallace arrived in the harbor, to remain until after the outbreak of the Revolution. In the spring of 1776, the townspeople opened fire on Wallace's ships from numerous points along the shore and drove the fleet out of the harbor.

On December 7, 1776, a British fleet under Sir Peter Parker sailed up the Sakonnet River and landed about 9000 English and Hessian troops in Middletown. The following day the soldiers commanded by General Henry Clinton and Lord Percy took possession of Newport, and held it for three years. This occupation dealt a serious blow to the city; some of its patriotic citizens fled to safety on the mainland; others, of royalist leanings, left with the British in 1779. The population declined from 9209 in 1774 to 5229 in 1776, and a further decrease came later.

In the spring of 1777, Clinton and Lord Percy departed with a part of the British army for New York, and General Richard Prescott succeeded to the command. During the summer the troops lived in tents, but in the winter they were quartered on the inhabitants. The town suffered the abuses common to a military occupation; the old Colony House was made into a hospital; all the churches, except Trinity and the Seventh Day Baptist, were turned either into stables or barracks; wharves were ripped up; trees were cut down for fuel; and nearly five hundred buildings

were destroyed. Newport was much less happily treated than New York under similar circumstances.

In July, 1778, the French fleet under Count D'Estaing entered Newport Harbor, the British retiring before them. Several British ships were run ashore and burned. Presently Lord Howe appeared in the offing with a large British fleet, and D'Estaing sailed out to give battle. A terrible storm came on, which dispersed both fleets. After several days, the French squadron returned to Newport, but instead of remaining to drive the British off the island, D'Estaing sailed to Boston to refit his ships. The defection of the French disheartened the Americans who were expecting to make a joint attack from the northeast by land. The commanding officer, General John Sullivan of New Hampshire, ordered the Americans to fall back to hills in northern Portsmouth, there to await the return of the French. It was during this retreat, August 29, 1778, that the battle of Rhode Island was fought (*see Tour 6*).

In October, 1779, the British troops were ordered back to New York. On October 25, the troops marched out of the city to Brenton's Point to embark. The inhabitants of the town were warned to keep inside their houses during the evacuation, which they did, but the moment the ships set sail, the people rushed down to the shore and bade the departing red-coats no very complimentary farewell. Upon their departure the English took with them the town records, many books from the Redwood Library, and some church bells. The vessel containing the records sank in Hell Gate, but some of the records were rescued. American troops reoccupied Newport on October 26, 1779. During the winter of 1779-80 began, under State authority, the confiscation of Tory estates. This winter was a severe one; Narragansett Bay was frozen over for six weeks and provisions were dear; wood sold for twenty dollars a cord, corn at four dollars a bushel, and potatoes at two dollars.

The British possession of Newport was followed by the more pleasant French occupation. A fleet under the Chevalier de Ternay arrived July 12, 1780, bringing General Rochambeau and 5088 men with provisions. Count D'Estaing had earlier been warmly welcomed, but his failure to overpower the British had shaken the confidence in French assistance, so the newcomers were received with some misgivings. The tact displayed by Rochambeau in the management of his army, however, soon dispelled all doubts. The French were given charge of the local fortifications, which they remodeled and restored. The fort on the Dumplings (Conanicut Island, *see Tour 7A*) and the first fortifications on Brenton's Point (now Fort Adams) were built at this time.

Many of the visiting officers were distinguished members of the French nobility, who had come to America in search of fortune or excitement; they found at Newport charming society, graced by women as beautiful as those of Versailles. One French officer described Newport as the 'only town on the island, with but two principal streets but still a pretty town, three-fourths of the houses are scattered at a distance and are in themselves small farms.'

In August, 1780, nineteen Iroquois Indians came to visit the French; this deputation had been arranged by General Schuyler as a means of detaching the Iroquois from the English side. Rochambeau entertained them at dinner, and the American general Heath gave them a 'sumptuous treat.' The Indians witnessed a grand review of the French army, preceded by alternate discharges from the batteries in and around the town. On the birthday of King Louis XVI, the flag of France was flung to the breeze and the health of his majesty was drunk at length. The Indians were finally entertained on board the 'Duc de Burgogne,' and then sent away with many presents.

On March 6, 1781, General Washington came to Newport to confer with Rochambeau about plans for closer co-operation against the British. The French army marched out to receive him; never had the people of Newport seen such an array of military splendor as appeared on the Parade (now Washington Square), and Long Wharf, where the general landed. As he stepped on shore and was received by Rochambeau, 'Vive l'Amérique, vive la France,' was heard on all sides. Washington wore that day the uniform of a marshal of France, as evidence that the French king had authorized his own army to act under the orders of the great American. That evening all the houses were lighted in honor of the commander-in-chief, candles being provided at public expense for those too poor to buy them. A grand ball was given in honor of Washington and Rochambeau the following evening. Much is told of the charm of Newport's fair daughters during the sojourn of the French. It is said that sailors stopped in the street as Miss Redwood passed, and gazed long after she had gone.

General plans for the Yorktown campaign were agreed upon May 26, 1781; and the French troops began to leave Newport on June 9.

After the Revolution, the Newporters turned their attention to improving their economic condition. On June 1, 1784, Newport was incorporated as a city, George Hazard being the first mayor. Then began, however, a financial decline; the tide of commerce was turning to New York. Many were impoverished by the depreciation in paper money (*see History*). The population decreased to 4000, and many families 'had emigrated to Providence, retired with the British army, or remained broken in fortune and spirit.' In 1787, the town form of government was restored.

In the early part of the nineteenth century, Newport slowly recovered from the effects of the Revolution; her foreign and domestic commerce revived somewhat. After 1791, many Irish immigrants came to the town, and were employed in the building of Fort Adams or at the coal mines in near-by Portsmouth.

As late as 1793, there were only six brick buildings in the town, including the Courthouse and the Old City Hall. The reason for this was a notion that the humidity of the atmosphere would be absorbed by the brick, rendering the building unhealthy. It behooved householders to obey the local ordinances requiring that chimneys be kept clean, and to use every precaution against fire.

William Ellery Channing, one of Newport's illustrious sons, has left a good account of local society between 1793 and 1811. Townspeople were seldom moved to extravagant demonstrations of hilarity, he said; social intercourse was maintained without severely taxing the purse, as 'waste not, want not' was a maxim practically enforced. The restraints upon the young, except on 'Lecture Day and July Fourth, kept them within bounds; and the older folks, trained in their youth to domestic duties, seldom sought amusement abroad.

There were no sidewalks, and the owners of wharves could erect posts on the street to keep teams from damaging their warehouses.

Funeral notices were given from the pulpits of all churches except Trinity, where they were announced by the sexton from the organ loft. Carriages were not used at funerals, the mourners preferring to walk to the cemetery. The procession formed in pairs — the men on the right, the women on the left. Newly married couples were given a surprise military salute if the groom was a member of the artillery company. The saluting party crept noiselessly to the house of bride and groom, and suddenly discharged firearms, to the accompaniment of a fife and drum serenade. The salute often occasioned the breaking of many panes of glass, which the honored groom was expected to replace.

At men's clubs a favorite drink was *Newport Punch*, composed of rum, lime juice, arrack, and loaf sugar. Refrigerators were wanting, so the recipe said, 'cool in the well.' Tea parties were common in the winter. The guests met about seven o'clock, the ladies wearing English cotton cambrics, with very short sleeves, and by way of ornament, a single flounce, white kid gloves, white cord stockings, and shoes with sharp-pointed toes. Fashion required the suppression of all naturalness — 'to walk upright, with unbending joints; to shake hands after the pump-handle formula; to look inexpressibly indifferent towards everybody and everything; and speak only in a mincing voice was to be a decorous member of society.' At these gatherings, high-backed chairs were placed like sentinels around the room, and everyone was at liberty — almost the only liberty that was allowed — to choose a seat. No one was expected to speak, but after a little interval of silence, a door would open noiselessly, and tea and cakes would be brought in. During this repast, subdued conversation was in order, and the festivities usually closed with the singing of 'In the Downhill of Life,' then 'Erin go Bragh,' 'Fresh and Strong,' 'Meeting of the Waters,' and finally 'Adams and Liberty.' Slightly more lively entertainments were the 'Assemblies,' where minuets, contradances, and reels were danced with subdued enthusiasm.

Gas illumination was introduced in Newport in 1806 by David Melville who lighted his residence, and Pelham Street in front of the house, in this manner. In 1813, he obtained a patent for the invention, and in 1817, a contract from the United States Government for a gas light at Beavertail Lighthouse on Conanicut Island. Gas lights were generally placed on the streets of Newport about 1852.

After November, 1807, Newport was much bothered, as were other Atlantic harbors, by the European decrees and American retaliatory acts which led up to the War of 1812. On the outbreak of war in June of the latter year, Newport suffered little at first because the English confined their blockade to the southern New England coast west of Narragansett Bay. But this was only a temporary boon; in 1813-14, though privateering flourished, home trade so languished that the news of peace in 1815 was received with thanksgiving.

From 1815 to 1828, Newport was in a state of suspended animation; hardly a house was built as the town vainly hoped for the return of the commerce that had been its glory. In 1828, much ado was made over the erection of a solitary dwelling on Thames Street; even school classes were dismissed so children might watch the 'raising' process. About 1825, a man named Windsor opened a girls' school for teaching the art of knitting lace, but the little interest manifested in the project caused him to convert it into a boarding-house. The next owner, a Mr. William Porter, named the place Bellevue Hotel; it was the first regular hotel for summer guests, and was reckoned quite an affair.

About 1830, Newport began to come into some notice as a summer resort. Accommodations were then meager, but the visitors, principally people from the southern States and Cuba, enjoyed the wholesome air and fine bathing. The compact part of the town looked then much as it does now, but the high land lying a half mile east of Thames Street presented a very different appearance. Most of the gentle slopes now occupied by cottages and well-kept grounds were pasture or meadow lands. A few crooked lanes ran where broad drives extend, and ropewalks and carpenter shops were numerous. By 1836, some far-sighted men realized Newport could become a great watering place. It is said that a visitor who could not get hotel accommodations went out and bought a piece of land, contracted for a cottage, and a fortnight later was living in it. He liked the cottage idea so well that he recommended it to friends, who soon followed his example. These early houses were cheap structures intended to last only for a season, but two expensive summer homes were built before 1840 at the corner of Bowery Street and Bellevue Avenue.

Some attempts were made to turn Newport into a textile town. In 1837, the Coddington cotton mill, a substantial structure, was erected; it was destroyed by fire in 1860. Two other mills built in the thirties also burned in the sixties. A fourth cotton mill, erected in 1835 by the Perry Manufacturing Company, is still standing, but is not used for its original purpose. The Newport Manufacturing Company mill, erected in 1871 on Marlborough Street, is now used by the Newport Water Works. The Newport Association of Mechanics and Manufacturers sponsored lectures on industrial subjects from 1848 to 1851, but the upshot was the conclusion that Newport could only achieve prosperity as a pleasure resort.

In 1845, three real estate men purchased 300 acres of land lying south and east of Touro Street, laid out streets, and planted trees for house lots. In 1851, one of the group, Alfred Smith, purchased 140 acres of land

lying south of Dixon Street, and asked the town council to extend Bellevue Avenue into the plot. After considerable opposition, especially from the Hazard family, through whose land the extension was to pass, the council ordered the roadway built. By 1852, twelve new summer residences had been erected; four of them were owned by Boston men and eight by families from the southern and middle States. During the next two or three years there was more business activity in Newport than there had been for two generations. Land values trebled, there was a great demand for cottages to rent; and during the winter of 1853-54, over sixty houses were built.

In May, 1853, Newport was incorporated as a city for the second time; the city had three successive mayors in this year. In 1853-54 a former Newport boy, Commodore Matthew C. Perry, opened the ports of Japan to American trade (*see History*).

In 1857, when building activity had lessened, the city fathers sought to advertise their town. It was decided to hold a grand fête during the summer of 1859, to which a great number of people would be invited, including in particular former residents of Newport who were scattered all over the United States. These 'Exiles from Eden' were requested to join in a great reunion on August 23. The scheme worked very successfully; hundreds of people came and were so delighted with the accommodations, the scenery, and the beaches, that many kept returning yearly thereafter.

In October, 1861, the Newport City Council conveyed land to the Old Colony and Fall River Railroad Company for the construction of a railroad from the city limits to the Massachusetts boundary line; the first train ran over the road in February, 1864.

Following the Civil War the social life of Newport, which had been rather simple and restrained for more than a half century, suddenly expanded and became much more sophisticated. The city gradually lost much of its southern clientèle and became the summer playground for wealthy northern families. The gay set of the period 1865-80 owed much to Mrs. Nicholas Beach, Mrs. August Belmont, and Ward McAllister, who were for many years untiring in their efforts in promoting the amusements for the summer visitors. Mrs. Beach inaugurated dancing receptions, Mrs. Belmont elaborate dinners, and Mr. McAllister started breakfasts and picnics on a scale never before attempted. The latter were planned with great care. Music, flowers, and food were provided, so when the guests arrived they had nothing to do but enjoy themselves. For many years these picnics were well attended, and when enthusiasm waned, McAllister gave cotillion dinners at his farm. Dinner was served in the garden or on the lawn, after which the guests danced all evening in the barn that was decorated with pumpkins, sheaves of wheat, and ears of corn. Another form of entertainment was the aquatic picnics, which were held at the yacht club station and sometimes on one of the yachts anchored in the bay.

A city water system for Newport was authorized in 1881. The first National Championship tennis matches were held in September, 1881, at

the Newport Casino; R. D. Sears won the national singles championship. The Newport Skating Rink, Bellevue Avenue, was opened in 1881. Roller skating, or parlor skating as it was then called, had been introduced in 1866 by the New York Skating Club, that hired a hall in the Atlantic House for its initial exhibitions, that were attended by crowds.

Telephones were first introduced in Newport in 1882-83. The exchange was owned and operated by Couzens and Bull, a local company, and in the summer time there were about 175 telephones in use. There were no directories; people would give to the operator the name of the person they wanted to call. The telephone was at first used largely by the summer colonists.

On July 4, 1884, the second Reunion of the Sons and Daughters of Newport took place. The legislature authorized the city council to expend \$3000 for the celebration, and the summer residents contributed generously. Nearly 4000 people paraded through the streets, and the sidewalks along the route of march were thronged with onlookers. In a history of the celebration, by Frank G. Harris, is a review of the twenty-five years which had elapsed since the first reunion. Whole sections of the city had been converted from field land into summer residence lots, and the section around Broadway and the contiguous streets built up with comfortable homes for the permanent population. Manufacturing interests had largely died out, yet bank deposits had increased.

The office of Town Crier, established in 1681, was discontinued in 1885. On August 6, 1886, the first International Polo match was held in Newport. Polo had been introduced here in 1876 by James Gordon Bennett. The first electric trolley car in Newport ran cross-town from Commercial Wharf to Easton's Beach on July 30, 1889. There were strenuous objections to the street-cars, and the Newport Improvement Society spent large sums in trying to secure an injunction against the road. People feared that the cars would frighten horses and cause runaways in the streets. To insure safety in travel it was for a time required that street-cars, before entering an intersection, come to a complete stop. The conductor would alight, walk to the opposite side of the crossways, look both ways, and if the streets were clear of traffic, blow a whistle three times. Then the car would proceed through the intersection.

The first National Open Golf Championship Tournament was held at the Newport Country Club on September 30, 1895, the winner in this tournament being Horace Rawlins of England.

Automobiles were introduced in Newport about 1899. An automobile parade given on September 7, 1899, by a number of cottage residents is said to be the first parade of horseless carriages in the country. There were nineteen automobiles in the parade, prizes being won by Mrs. Herman Oelrichs and Mrs. Stuyvesant Le Roy. Electric runabouts were the most useful and fashionable cars with the summer residents, for they were easily managed by ladies. The society women gave pet names to their automobiles, such as 'Puff-puff,' 'Angelica,' and 'Toby.'

Probably America will never again see such lavish entertaining as took place at Newport during the summer seasons of the 'gilded years,' 1890-1914. Into six or seven weeks of each season were crowded balls, dinners, parties of every description, each host or hostess striving to eclipse the others in magnificence. Huge sums were spent in the prevailing spirit of rivalry. Mrs. Pembroke Jones set aside \$300,000 at the beginning of every Newport season for entertaining, and some hostesses spent even more. Sometimes a single ball cost more than \$100,000. So much prestige was attached to spending July and August at this exclusive resort of the period that to have neglected to do so would have exposed a definite gap in one's social armor. Some might talk of the charms of a summer spent in Europe, but their acquaintances knew that they stayed away from Newport because they were afraid of their social position; for Newport was the millionaires' playground, from which all unacceptable intruders were excluded by a set of ironclad though unwritten rules.

Newport's most exclusive recreational club was Bailey's Beach. Only the élite could bathe here, and they disported themselves in full-skirted costumes and long black stockings. Mr. Van Alen always went into the sea wearing a monocle and white straw hat, and Mrs. Oliver Belmont carried a green umbrella while bathing. A watchman protected the beach from all interlopers; he fixed newcomers with an eagle eye, swooped down upon them and demanded their names. Unless they were accompanied by a club member, or bore a note of introduction, they were ejected. If they wanted to bathe, they could go to Easton's Beach — the common beach, as the habitués of Bailey's Beach called it. There they could share the sea with the townspeople, referred to by the summer colonists as 'our footstools.'

Between the 'footstools' and the cottagers there waged a continual warfare. The townspeople despised the colonists, and boasted of their ability to make them toe the mark. They saw no harm in charging the idle rich prohibitive prices for luxuries which they must have, and then living in comfort for the rest of the year on the proceeds. The millionaires were only concerned in excluding the townspeople from the pastures which they considered their own. They themselves might wander in the lovely old town with its quaint little streets, but the inhabitants must not dream of venturing down Bellevue Avenue or the Ocean Drive, where they might catch a glimpse of the forbidden splendors of villas which were only occupied for about seven weeks in the year. Even the street-car was not permitted to invade the privacy of the Avenue, for after two attempts the offending lines were uprooted at the instigation of William K. Vanderbilt, John Jacob Astor, and others.

Harry Lehr supplanted Ward McAllister as the Four Hundred's playboy. He became the Beau Brummell of the gay nineties, and aligned himself with Mrs. William Astor, the leader of society. They were dubbed the 'Queen and her Jester.' Mrs. Astor reigned supreme and her decisions as to things social were final. She could make or break the ambitious climber. Much has been written about the exploits of Lehr, whose great

claim to fame was that he never failed to find ways to make a jaded world laugh; his freak parties have been recounted at length, his social triumphs commented upon, and his many eccentricities remembered. The greatest social event of the year was the annual ball at the Astor house. Mrs. Astor and Harry Lehr scanned the Social Register and decided who should be invited; since the Astor ballroom only held 400, the invitations were limited to that magic number.

Newport Society was composed of a series of cliques, presided over by reigning queens, and to offend any one of them was to court disaster. Harry Lehr was the most popular man in each of the little cliques, and the first to be consulted when a party was in prospect. One day Mrs. Stuyvesant Fish and Lehr announced that they were to give a huge dinner party to the charming Prince del Drago from Corsica. On the night of the dinner all the guests assembled, eagerly expecting a thrill, which they certainly received when at eight o'clock in walked Lehr holding by the hand the guest of honor, a small monkey correctly attired in full evening dress. The dinner was a great success, but newspaper reporters accused Lehr and Mrs. Fish of having held up American society to ridicule.

About 1895, the 'hen' dinner was introduced into Newport summer life and proved quite popular. Ladies' luncheons had been in vogue for years, but dinners from which the men were wholly excluded were a decided novelty. When life at Newport was more informal, afternoon receptions, which took the form of lawn parties, were much in vogue, but men finally abandoned them for the more formal evening entertainments. The young officers from the Naval Training Station were in great demand when extra men were required for dances or bridge parties, but the élite saw to it that they were never invited to a dinner party.

Another of the decidedly 'different' entertainments was the 'Dogs' Dinner,' to which Harry Lehr invited about a hundred dogs and their masters. The menu was stewed liver and rice, fricassee of bones, and shredded dog biscuit. The dinner was greatly appreciated; the guests ate until they could eat no more, and Elisha Dyer's dachshund so overtaxed its capacities that it fell unconscious by its plate and had to be carried home. A reporter happened to crash the party and the next day scathing columns appeared in the newspapers. Preachers throughout the country denounced Lehr for wasting on dog food money that would have fed hundreds of starving people. After this episode, the keynote of dinners was originality, not extravagance.

The World War brought about a decided change in the character of Newport's summer colony. The older group of society leaders who had set the pace for the gayer life had been dispersed or had died. The splendid dinner parties of eighty or ninety guests, elaborate cotillions, and the magnificent fashion parades were gone and with them passed the Gilded Age. A new set then sprang up, of people who had become rich largely through current manipulations of securities on the stock exchange. This society was less stable because their spending generally depended on the ups and downs of the ticker-tape. With the stock-market crash of

1929, this group also dispersed, to be followed by the present-day groups, the majority of whom keep their expenses within much more limited budgets.

The degree in which the life of many of the summer residents of Newport was, to outward appearance, given to the pursuits of social enjoyments and ruled by fashion, tended to distract attention from the real basis of the city's prosperity. It was not fashion that first brought people of expensive tastes to Newport, it was the solid satisfaction to be gained from its scenery, shores, and beaches. The bizarre activities of a minority among the summer colonists have tended to crowd more normal pursuits from the front pages of the press. Hence a legend has grown up that Newport is suited only to the fancies and caprices of unwise spenders. This misconception has wrought injury to the city itself.

After the beginning of the depression in 1929, the city officials realized that continued prosperity for Newport depended upon the influx of summer visitors who would not antagonize permanent residents, and on the improving of year-round residential conditions, especially for the families of Army and Navy officers and men. Building activities for 1936 indicate that this development is well under way; sixty-three new homes, business, and semi-public structures were erected, a figure that does not include camps and small cottages, unsuitable to year-round occupancy. At least a third of the new homes were built for the families of men employed at the Government stations. Since 1918 the great expansion in the United States naval base has brought about a decided change in the character of Newport. Many natives who formerly worked on the large estates during the summer months, and were unemployed in the winter, found year-round employment in the naval units. During the year 1936 the naval stations expended \$7,500,000 and employed over 3500 civilians, of which about 75 per cent reside in Newport and about 50 per cent are homeowners. The Navy has more than counteracted the decline in the very wealthy summer trade.

The older part of the city is best seen on foot because points of interest are close together and the streets are so narrow that it is difficult to find parking places. In addition to the buildings named below there are many others with details well worth attention. Few other small cities have as many fine old doorways handled with such originality and inventiveness — in many cases all that remains after alterations and additions to testify to the skill of the old builders.

All but the earliest of Newport's social, economic, political, and religious history is mirrored in the architecture of its buildings. The dwellings built during 260 years show clearly the shifts in wealth and social standards; the public structures register the political fluctuations; the churches make clear the religious toleration of earlier days and the more recent decline of religious prestige; the Redwood Library is a monument to the days when Newport was one of the most important cultural centers on the seaboard.

POINTS OF INTEREST

FOOT TOUR 1 — 1 m.

1. Triangular *Washington Square*, sloping down in front of the new courthouse and bounded by Touro St. and Broadway, is in the heart of the old city. The smooth lawn and tall trees are now enclosed by an iron fence; in the center is a little frame summerhouse or bandstand, and at the foot is a windblown bronze *Statue of Commodore Oliver Hazard Perry*, looking toward the harbor.

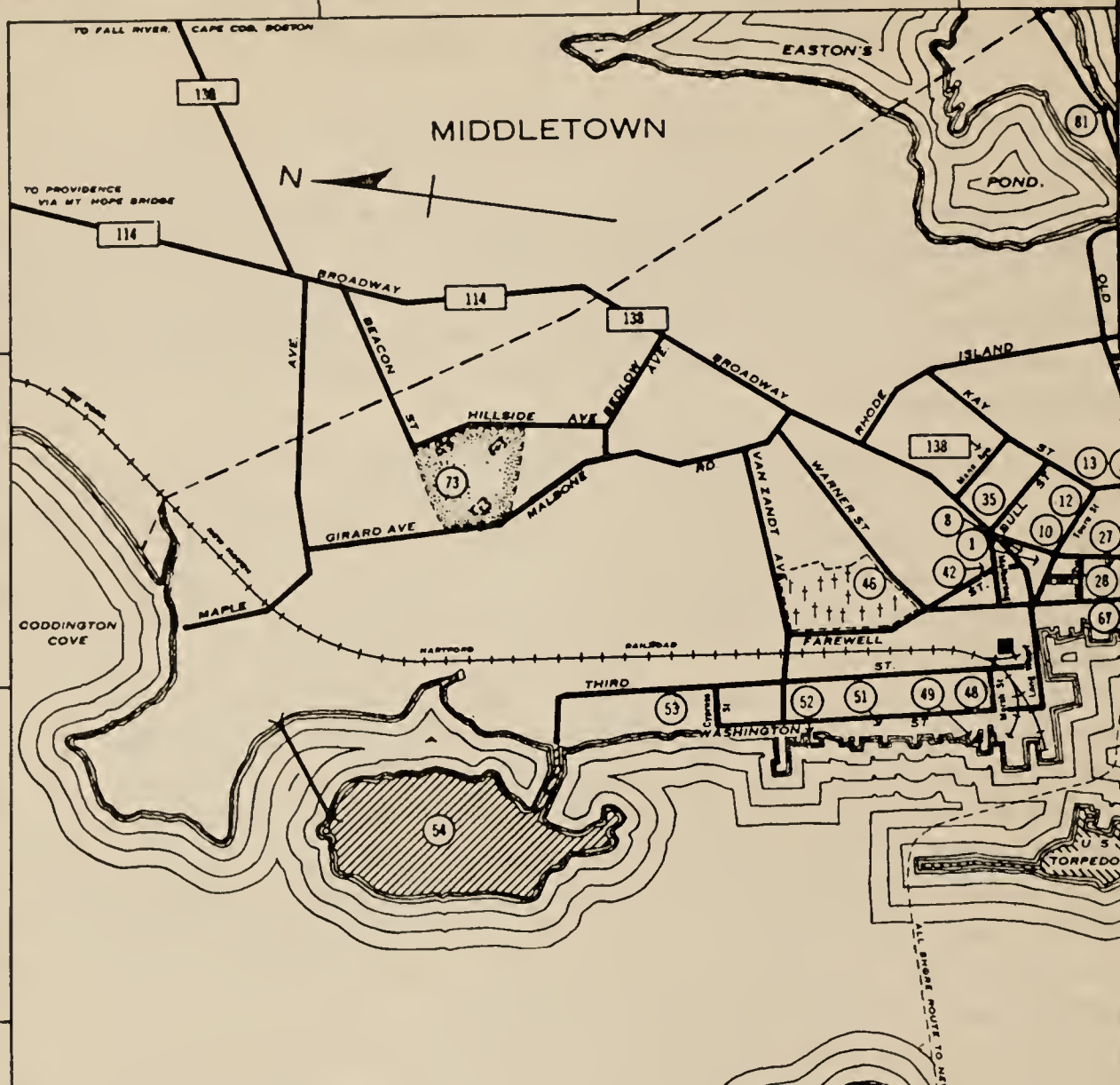
2. Facing the sharp bottom of the Square from Thames St. is the *Old City Hall* (open weekdays 9-5), an exceptionally well-designed structure. It was erected by the town in 1761, on a lot given by the proprietors of Long Wharf, as a public granary, though it was never used for that purpose. Funds were raised for the structure by a lottery, and Peter Harrison was the architect. The red-brick building, recently restored and now occupied by the Chamber of Commerce, has three bays on the front and on the rear and seven on each side. The bays of the first story consist of arched openings separated by vigorously proportioned piers. Some of the side arches have been bricked up; others have recessed windows and doors. Above a brick belt-course rise two more stories, with the bays separated by wooden pilasters, their Ionic capitals supporting a simple entablature with modillioned cornice. The pilasters are coupled on the corners. Treatment of the second-story windows consists of triangular and segmental pediments with classic architraves.

Almost from the beginning the first floor was used as a market and the upper floors were rented as offices. One stall, erected on the south end, was set aside for the country people. About 1761 the upper part was used as a printing office, and in 1793 Alexander Placide remodeled the upper stories and opened a theater. In 1842 the theater was renovated for use as a town hall. From 1853 to 1900 it was used as a City Hall, and then passed into disuse until 1930, when the interior was restored.

E. from Thames St. on Touro St. along the Square.

3. *Oliver Hazard Perry House*, 29 Touro St., is a plain frame building, two and a half stories high, built about 1755 and now much altered. During the French occupation of Newport (1780-81) it housed the French quartermaster-general, M. de Beville, and a number of his subordinates. In 1795, Moses Seixas established the Bank of Rhode Island in it, using it until 1818. In that year it was purchased by Commodore Oliver Hazard Perry (see *Tour 1*), but he resided here only a few months. It is now occupied by the Salvation Army.

4. Across the square (L) is the *Abram Rivera House* (1793), now the Newport National Bank, a three-story gambrel-roof house, with three dormers, the central one topped by a broken pediment. The third story overhangs on the front of the structure. Its brick chimneys are modern.



CITY OF NEWPORT

POINTS OF INTEREST
1937

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|----------------------------------|--|
| 1. Washington Square | 54. United States Naval Training Station |
| 8. Old Colony House | 55. Ogden Goelet Estate |
| 10. Touro Synagogue | 56. The Breakers |
| 12. Historical Society | 57. Marble Palace |
| 13. Jewish Cemetery | 58. Land's End |
| 14. Redwood Library | 59. Bailey's Beach |
| 16. Old Stone Mill | 60. Crossways |
| 20. Prescott House | 61. Brenton's Point |
| 25. Maudsley House | 62. Fort Adams |
| 27. Trinity Church | 64. Surprise Valley |
| 28. Vernon House | 65. Ida Lewis Lighthouse |
| 35. City Hall | 66. King Park |
| 42. Friends Meeting House | 67. Government Landing |
| 46. Common Ground | 69. Malbone Town House |
| 48. Simeon Potter House | 70. Aquidneck Park |
| 49. Hunter House | 73. Miantonomi Park |
| 51. Robinson House | 75. Cliff Walk |
| 52. Battery Park | 77. Newport Casino |
| 53. United States Naval Hospital | 81. Newport Beach |

ATLANTIC

OCEAN

PRAGANSETT
BAY

Fort Wetherell

Castle Hill

Replica of
Old Stone Mill

PRICE'S NECK

AVENUE

HANMER SMITH

HARRISON

BRENTON

RUOLES

HARRISON

BATEMAN

ST. WELLINGTON

HANDON

AVE.

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5. *St. Joseph's High School*, 33 Touro St., a Catholic high school for girls opened as a parish school in 1889, is housed in a structure built before 1775; the building has been completely modernized except for the doorway, which is beautifully designed with a fan-light surmounted by a pediment. Corinthian capitals top the engaged fluted columns.

6. Former *Zion Episcopal Church*, now a movie theater, at the corner of Touro and Clarke Sts., is a large red-brick building with Greek-pillared portico; it was erected in 1834. In 1885, the property was sold to St. Joseph's Church, and Zion Church ceased to exist; the congregation of St. Joseph's moved to a new building in 1912.

7. The new *Courthouse* on Washington Square is a two-and-a-half-story structure, built in 1926 from a design by W. Cornell Appleton. The brick exterior with white limestone trim conforms in architectural style to the old Colony House next door. The porticoed entrance is flanked by two guns that were used at the battle of Bull Run, July 21, 1861, and later were used as saluting guns by the Newport Artillery. A full-length Gilbert Stuart portrait of George Washington hangs between the first- and second-floor landings. Stuart, a resident of Newport for a few years, was in 1800 commissioned by the General Assembly to paint two such portraits of Washington at the expense of the State; \$1200 was appropriated to pay him and \$200 for the frames. The pictures were placed in the Senate Chambers of the State Houses in Newport and Providence. The Newport picture was removed without authority from its place in the local State House about 1926, and hung in the new structure.

8. The *Old Colony House*, or Old State House (*open daily 9-4; adm. 25¢*), also at the head of Washington Square, was built in 1739 from a design by Richard Munday and has in recent years been carefully restored. The gracious two-and-a-half-story structure has an imposing façade with two rows of six small-paned windows framed on the first floor with brown-stone quoins. The façade is accented by a rusticated belt-course, by the double-doored entrance and, above it, by a pedimented window with balcony. The broken pediment is adorned with a naturalistic gilded pineapple and elaborate scrolls. The gambrel roof has four dormers separated by a truncated gable pediment containing a clock and two round windows. Inside the delicate balustrade rising above the dormers is a lantern cupola. The paneled woodwork of the interior is notable for its free and vigorous handling.

The building was erected to house the deliberations of the General Assembly, but it was also used for public meetings, and religious and social functions. From its handsome second-floor balcony were officially proclaimed the death of George II, the ascendancy of George III, and the acceptance of the Declaration of Independence. During the Revolution, the British and then the French used the building as a hospital. French chaplains read Mass in the South Chamber. The first lectures in America on medicine and dentistry were delivered in the council room by Dr. William Hunter in 1756. From the adoption of the Constitution in 1790 until

the dedication of the New State House in Providence in 1900, the May sessions of the State Legislature were held here.

9. *Polly Lawton House*, 67 Touro St., an old frame structure the first floor of which is occupied by a store, was the home of Polly Lawton, a beautiful Newport girl who was much admired by the French officers in Rochambeau's army during the Revolution. Count de Segur regarded Polly Lawton as 'a celestial being, and certain it is that if I had not been married and happy, I should, while coming to defend the liberty of the Americans, have lost my own at [her] feet.'

10. *Temple Jeshuat Israel*, 72 Touro St., is probably the oldest synagogue in America. The congregation was organized in 1658 and construction was begun in 1759, the building being completed and dedicated in the year 5523 of the Jewish calendar (1763). Peter Harrison was the architect and he combined his particular architectural style, the 'Georgian Colonial,' with the traditional synagogue architecture of the Spanish-Portuguese Jews.

The brick structure, about 40 feet by 30, was built at an acute angle with the street, so that the Ark should face directly east. The exterior is severely plain except for the one-story entrance portico. A gallery for women extends around three sides, supported by columns of the Ionic order; Corinthian columns in turn support the roof. In the middle of the north side and affixed to the wall is a raised seat for the ruler and elders, the back inlaid with mosaic work. Wainscoted seats extend around the sides on both levels. Five candelabra adorn the synagogue, blending harmoniously with the perpetually burning lamp. Of the five candelabra made of brass, one has twelve branches, two have eight, and two have six. The most venerable object of the synagogue is the Scroll of the Sun, which is deposited in the Ark and contains the Five Books of Moses, written by hand and beautifully illuminated with silver and washed gold. By 1769 there were six Scrolls of the Holy Law deposited in the Ark of the Newport synagogue; four of these are still preserved and in use.

11. On Touro St., opposite the synagogue, is the two-and-one-half story *Sheffield House*, now the Jewish Community Center. It is an unusually good example of the type of structure built in the decadent stage of the Greek Revival, with elaborately carved Corinthian capitals on its pillared porticoes and a general lack of restraint in detail and proportion.

12. *Newport Historical Society Museum* (open weekdays 9.30-4.30, Sat. 9.30-12), 82 Touro St., a plain brick structure built in 1902, houses many relics and records, including the society's fine collection of more than 7000 volumes and pamphlets.

The *Sabbatarian Meeting-House*, or Seventh Day Baptist Church, now incorporated in the rear of the museum, was erected in 1729 under the direction of Jonathan Sabin and Henry Collins, a founder of the Redwood Library. The meeting-room is 36 feet long and 26 feet wide; the molding and paneling is hand-wrought, and the carving of the railing on the curved flight of steps leading up to the pulpit is of exquisite workmanship. The

pulpit and the sounding board are beautifully designed and executed, as is the clock that hangs opposite them in the gallery; this clock, made by William Claggett in 1731, has the original works and is still keeping time correctly. The tablets on the wall were presented to the church by John Tanner and others in 1773.

The first Sabbatarian congregation in America was formed in Newport in 1671 by Stephen Mumford, and this edifice is the oldest meeting-house of the sect in this country. Records of the church terminated about 1839.

R. from Touro St. on Bellevue Ave.

Bellevue Avenue, farther south, is the main thoroughfare leading through the estates on the eastern side of the peninsula (*see Motor Tour 2*). Originally the northern end was a lane called Jew St., running from Mill St. to the Jewish cemetery. This was gradually extended southward, at first being lined with fairly simple frame summer homes. It was carried to Bailey's Beach in 1851, when the flimsy houses began to give way to the ornate palaces of stone and brick.

13. The *Jewish Cemetery*, 2 Bellevue Ave., purchased in 1677, originally contained only about 1200 square feet, but it was gradually enlarged to more than double that size. Forty-two tombstones are scattered along what seems to have been originally four rows of graves, within an iron and stone fence built in recent years. Three of these stones have no inscription at all; on the others the lettering is still visible, though in many cases the characters are so worn that it is impossible to read the inscriptions, which are in Hebrew, English, Spanish, Portuguese, and Latin. Many stones have been lost or destroyed during the years and the oldest that remains dates from 1761. The cemetery is now well cared for and in the summer has the appearance of a beautiful garden.

14. The *Redwood Library and Athenæum* (*open weekdays 10-6; reading room open to members only*), 50 Bellevue Ave., is the property of a corporation organized as a philosophical society in 1730, and incorporated in 1743. In 1747, Abraham Redwood gave £500 to the society for the purchase of books in London and these form the nucleus of the present collection. The inhabitants of the town subscribed £5000 to erect a building; Henry Collins presented the society with land; and in 1750 the original structure was completed. In time the society received 84 volumes from the English Crown and many more from Dean Berkeley; Judah Touro bequeathed it \$3000 for the purchase of books and gave \$1000 for repairs. In 1862, Charles B. King willed all his books, engravings and over 200 paintings to the organization. During the Revolutionary War, the British General, Richard Prescott, on hearing of the exposed state of the library, stationed a guard to protect it from injury and depredation but on the evacuation by the British in 1779 the building was sacked, many valuable books being carried away. The society now has a fine collection containing 87,674 volumes. In the library is a Bible printed by Christopher Plantin of Antwerp in 1487. Leaves were stolen from the Bible in 1848, but the conscience-stricken thief — or his heirs — returned them in 1880. There is a notable exhibit of paintings and statuary.

The original frame building is the front central part of the present structure; two small wings with roofs rising to the eaves of the main structure and following the line of its pediment were added early; other and larger additions in the rear were made during the 19th century. Peter Harrison was the original architect and the additions have in general followed his treatment. The original building has the lines of a Greek temple, with the roof extending forward to form a portico supported by four Doric columns 17 feet high; the tympanum is severely plain. The rusticated entrance wall is broken by a central doorway and two small paned double-sashed windows, which are duplicated in the fronts of the early wings. Above the door and the two central windows are three smaller windows with only two rows of panes, designed to increase the light in the interior. This early building had been altered during its long years but was restored to its original form in 1928.

The grounds around the building form a charming park with paths and seats; on the south are botanical gardens of considerable fame, containing foreign and indigenous plants that were transplanted from the Abraham Redwood estate in Portsmouth. An unusually fine beech stands near the entrance.

15. The *Art Association Building* (open weekdays 9-4), 76 Bellevue Ave. a large, rambling frame structure, is used to exhibit the works of artists, sculptors, and workers in metal and other materials. During the summer, classes are held in painting, modeling and decorative design. There are also junior art classes on Saturdays. The Art Association was organized in 1912 by eight local artists.

The *Cushing Memorial Building*, adjacent to the Art Association, houses a permanent collection of the works of Howard Gardiner Cushing, a Newport artist.

R. from Bellevue Ave. on Mill St.

16. *Touro Park* (L) on Mill St. just off of Bellevue, is named in memory of Judah Touro who gave the city \$10,000 to buy and improve the grounds and land around the Old Stone Mill. Judah Touro (1775-1854) was the second son of Rabbi Touro who came to Newport about 1760 and was the first regular rabbi of the congregation of Jeshuat Israel (*see above*); he had lived and made a fortune in New Orleans, and served under General Jackson in the defense of that city in the War of 1812. When he died he bequeathed approximately \$500,000 to churches and other institutions of many faiths in the United States, and to others in Europe.

On the north side of the park is the roofless *Old Stone Mill*, a circular stone tower with open arches below; the supporting pillars are composed of flat, irregularly shaped stones, carefully laid with mortar joints. The old structure has been the subject of sporadic controversy for over a hundred years, many persons choosing to believe it a relic of the Norsemen; but it is now generally accepted as being the ruin of a windmill built by Benedict Arnold, Governor of the Colony (1663-66, 1669-72). James Fenimore Cooper in his 'Red Rover' referred to it as the remains of a windmill, but

when Henry Wadsworth Longfellow heard of a skeleton's being dug up at Fall River, clad in broken and corroded armor, he connected it with this tower in his poem 'The Skeleton in Armor.'

On the east side of the park is a bronze *Statue of Matthew C. Perry*, who negotiated the Japanese treaty of 1854. At the west end is a bronze *Statue of William Ellery Channing* (1780-1842), the divine and scholar who was born in Newport and became known as the apostle of Unitarianism. He was the son of William Channing, who was appointed a United States Attorney by Washington in 1791, and of Lucy, daughter of William Ellery, one of the signers of the Declaration of Independence.

During the Civil War, the midshipmen from the United States Naval Academy trained in this park.

17. *Tillinghast House (not open)*, 142 Mill St., a three-story frame dwelling, was built in 1760 by John Tillinghast, a wealthy merchant. It is a fine example of Colonial architecture with wide central hall and a staircase enriched by spiral balusters and an open spiral newel. The wainscoting is enlivened by pilasters. In 1780-81, it was used by a French regiment of engineers, and it is reported that the Marquis of Chastelleux here wrote his impressions of Newport during the French occupation. Gen. Nathanael Greene rented the house in 1783, and was here visited by Lafayette in 1784; also by Kosciusko, Baron Steuben and other distinguished persons. The place was for a time the home of Colonel Archibald Crary, commander (1821-24) of the Second Rhode Island Regiment.

L. from Mill St. on Touro Park to Pelham St.; R. on Pelham St.

18. The *Channing Memorial Church*, 131 Pelham St., erected in 1880 in the English Gothic style, is constructed of rose granite with light trim and has a high spire. The stained-glass windows are the work of John La Farge.

The Unitarians of Newport organized on October 24, 1835, and in the following January their society was incorporated as the Unitarian Congregational Church of Newport. In January, 1889, the society assumed its present name, honoring William Ellery Channing (*see above*).

19. The *Van Zandt House (not open)*, 70 Pelham St., built 1846, is a two-and-a-half-story white frame Greek Revival structure. The shallow pedimented entrance portico has four tall Corinthian columns. This was the home of Charles Van Zandt, Governor of Rhode Island (1877-80).

The body of Governor Benedict Arnold, who died in 1678, is buried in the rear of the house, along with members of the Pelham and Bannister families. (*Graves may be visited by permission of occupant of house.*)

20. *Prescott House (not open)*, 56 Pelham St., is a three-story, frame building of rather fine proportions, topped by a gambrel roof with three well-designed dormers; it was built before 1767 by John Bannister, a wealthy citizen, whose portrait, painted by Gilbert Stuart, is in the Redwood Library. Bannister and his family left town at the outbreak of the Revolutionary War and General Richard Prescott of the British army in 1777 established his headquarters here.

Prescott was a haughty and tyrannical officer who treated the inhabitants with cruelty and disdain. It was his habit, when during his daily walks he saw people standing together or talking and laughing, to shake his cane at them and cry out, 'Disperse, ye rebels!' Every woman was told that when she met the General, she should bow low, and every man that he should remove his hat entirely from his head and stand bareheaded so long as the officer was in sight. Failure to comply with this unwritten law would cause the General to strike the offender, or thrust at him with his cane.

21. The *Langley House*, 43 Pelham St., is a little one-and-a-half-story, frame gambrel-roof dwelling, built before the Revolutionary War. It was used by the British during their occupation of Newport. A poem entitled 'Little Old Woman in Grey House,' has given it some literary interest:

'There's a little old woman lives over the way
In a gambrel roof cottage unpainted and grey
And where the brown grape vine is clambering across
The shingles are covered with patches of moss.'

The vines long ago disappeared and the house has become a shop.

L. from Pelham on Thames St.

22. At 3 Pelham St., cor. of Thames St., is a marker indicating the house in front of which David Melville placed gas lights in 1806, the first installation of the kind in the country.

23. *Bannister's Wharf*, off Thames St., opposite Pelham, was a famous spot for many years. Fishermen always came here at dawn to peddle their catch of the day before, pushing it before them in wheelbarrows. Pitching pennies was the favorite pastime of those who frequented the wharf, and nothing would interrupt the game except a dog fight. Pero Bannister's oyster house was here; when Pero died, though he was measured for a coffin, it happened that the box was too shallow and the lid would not come down on account of his nose. There was no time to make another coffin, so the maker cut a hole in the lid and Pero went to his grave with his nose poking through.

24. The *Champlin-Mason House* (*not open*), 274 Thames St., a two-story frame structure, now greatly altered, was built by Philip Robinson prior to 1760. The lower floor is used for a store and the second for offices and storerooms. In 1791, it came into the possession of Christopher Champlin, whose daughter Peggy had the honor of being George Washington's dancing partner at the French Ball, March 7, 1781. The beautiful Miss Champlin chose for the opening number, 'A Successful Campaign,' for which the French officers 'with the most graceful courtesy, took the instruments from the musicians, and played while the couple stepped through the minuet.' The Prince de Broglie said, 'Miss Champlin had beautiful eyes, a sweet mouth and perfectly shaped face, fine figure, pretty foot, and an air altogether attractive.' The house was later occupied by Doctor Benjamin Mason, who married the popular young

woman. Doctor Mason was director and purveyor-general of the Military Hospital in Rhode Island. In this house Oliver Hazard Perry courted Dr. Mason's daughter Elizabeth, who became his wife, and here he was greeted upon his triumphant return from the Battle of Lake Erie (1813). Several years later the funeral cortege bearing the remains of Commodore Perry paused at the door for the family to take its place in the procession behind the boat-shaped hearse.

L. from Thames on Franklin St. to Spring St.; L. on Spring St.

25. The *Maudsley House*, 228 Spring St., is one of the finest Georgian Colonial houses in Newport. It is distinguished by its pleasing proportions, sensitively executed exterior detail and its broad gable-on-hip roof broken by the characteristic three front dormers and two lofty chimneys. It is situated on a sloping corner lot, now much smaller than formerly. The fenestration along the John Street façade reveals that its ground floor is planned on two levels, the windows being stepped up with the grade of the side street. The exterior of this two-and-a-half story structure has bead-edged clapboards, painted white, with narrow paneled pilasters at the corners. The most notable feature of the façade is the fine pedimented doorway; the paneled door is flanked by engaged, delicately fluted, Corinthian columns. The crowning pediment and entablature is embellished with modillions and rosettes. Perhaps the most unusual features of its design are the delicately molded transom rail, which carries the lines of the abacus of the caps, the narrow fluted trim around the door, and the semicircular fan-light.

Captain John Maudsley was an eighteenth-century merchant and privateersman, noted for his hospitality. Strangers participated of his bounty and the blessings of the poor rested on his head. In 1795 the house was purchased by Caleb Gardner, who had a Negro slave named Newport, a remarkable character who organized a sort of church known as the 'Union Society for General Improvement.'

26. The *United Congregational Church*, 198 Spring St., is a spacious brownstone edifice, erected in 1857. The First Congregational Society was organized in Newport in 1720; after dissension a second congregation was organized eight years later. In 1833 the two societies reunited and in 1857 dedicated this building to the worship of the Triune God.

27. *Trinity Church* (*open; apply to sexton*), 141 Spring St., is a frame edifice built in 1725 under the supervision of Richard Munday. It resembles the Old North Church in Boston, Mass., being a simple high rectangular structure with two tiers of circular-headed windows with blinds. The square steeple consists of a tower, an arcaded belfry, a lantern, and a slender white spire, surmounted by a gilded crown that Revolutionary patriots forgot to remove. A bell, the first church bell to ring out in New England, is preserved in the church; it was given to the congregation in 1709 by Queen Anne but was injured in 1805 and the metal was recast. Queen Anne also donated the communion service. The rear of the church is on Spring St. and the steeple end is in the rear of the

present yard; the church formerly faced a long open sweep of greensward running down to the harbor.

Inside, the square, old-fashioned box-pews face a 'wine-glass,' or three-deck, pulpit, the only one of its kind in New England and the only remaining pulpit used by Bishop Berkeley. The top is reached by a winding staircase that brings the preacher almost on a level with the galleries running around three sides of the structure. The lesson-desk is on the second level and the bottom desk is used by the clerk when giving out the hymns and psalters. In early times officers sat in the rear of the church, those of higher rank on one side and the subordinates on the other; sections of the gallery were reserved for slaves and prisoners.

The interior is liberally paneled. Beautiful brass chandeliers hang from the ceiling, one of them bearing the inscription 'Thomas Dres, Exeu. 1723'; they still carry candles. Memorials have recently been placed on the walls, many of them to Revolutionary soldiers.

The central part of the organ, now added to and renovated, was presented to the church by Bishop Berkeley in 1733; he had first offered it to the town of Berkeley, Mass., but the selectmen there had voted that 'an organ is an instrument of the devil for the entrapping of men's souls' and had refused the gift. The organ is still surmounted by the crown of England, with a bishop's mitre on either side.

The date of the organization of the Trinity congregation is uncertain. It was from the first, however, under the jurisdiction of royal authorities and it is known that Colonel Francis Nicholson, a zealous churchman, former Lieutenant Governor of New York, and later Royal Governor in several American Colonies, came to Newport in 1694 and assisted in securing a rector for the flock. A petition was forwarded to the Board of Trade by Lord Bellomont in 1699 asking for assistance in maintaining a clergyman; Bellomont added that he hoped this would be 'the means to reform the lives of the people in that Island and make good Christians of 'em.'

During the Revolution local feeling here, as elsewhere, ran high against the Established Church; many of the members of the congregation had been Tories, or were lukewarm to the Revolution. Soon after the British evacuation, two American officers, followed by some young men of the town, entered the church and tore down the king's arms, supported by the lion and the unicorn, that had stood before the east window; handsomely painted and gilded, they had been considered the most important decoration of the church. The hotheads carried them publicly and with great ceremony through the town to the North Battery, where they first set them up as a target for the crowd to fire at and then threw them on a huge bonfire.

In the ancient burial place adjoining Trinity Church are the graves of the French Admiral de Ternay, who died in 1780, and of Chevalier de Fayelle, aide-de-camp to Lafayette. Here also lies Lucia, daughter of Bishop Berkeley. On eight stones are the arms of five families; Gidley,

Wanton, Bell, Goulding, and Gibbs, representing a few of the wealthy merchants of Newport in the 18th century. The oldest stone is that of Thomas Fox, who died in 1707.

L. from Spring on Mary St.; R. from Mary on Clarke St.

28. The *Vernon House* (*open weekdays 9-5*), 46 Clarke St., now occupied by the Family Welfare Society, is a two-and-one-half-story frame structure of Georgian type with rusticated wood-block treatment. It is circled with two rows of windows, and has ten dormers projecting from the gable roof. The details of the front door and cornice are authentically Georgian. The rear approach is as interesting as the front, with its low door under the stair landing and the finely proportioned arched window looking out upon a former garden. It is impossible to know how much of the interior is in its original state as it has been altered from time to time. Recently some very old murals of Oriental design were uncovered when the paneling in the north room was removed.

The house was built in 1756 by Metcalf Bowler, later Chief Justice of the State Supreme Court, and came into the possession of William Vernon in 1773, remaining in the family until 1872, which accounts for its excellent condition. Vernon (1719-1806), a wealthy merchant and ship owner, was president of the Eastern Navy Board during the Revolutionary War and rendered invaluable service in organizing the American Navy. Count de Rochambeau and a brilliant group of Frenchmen occupied the house in 1780-81, among them Count de Fersen, a lover of Marie Antoinette. George Washington visited Rochambeau here on March 6, 1781, to discuss future campaigns against the English. As Washington was about to enter the house a little fellow held in his father's arms called out, 'Why, father, General Washington is a man.' Overhearing the remark the general replied, 'Yes, my son, only a man.'

29. The *Washington Allston House* (*private*), 31 Clarke St., is a two-story frame structure built prior to 1800. Allston (1779-1843) the artist, though not a native of the State, lived here for several years.

30. *Newport Artillery Armory* (*open on application to commanding officer on premises*), 23 Clarke St., a large granite structure, erected in 1836, is the home of the Newport Artillery Company, chartered in 1741. It was the second artillery company organized in the New England Colonies and was modeled on the plan of the Ancient and Honorable Artillery Company of Boston, which was established in 1638. The Newport Artillery has seen service in all wars of the country since it was organized. The old armory contains many historical papers and guns, a painting of George Washington by Jane Stuart, locks of hair from both General Washington and the Duke of Wellington, and the flag that was flown by Oliver Hazard Perry at the Battle of Lake Erie.

31. The *Central Baptist Church*, 15 Clarke St., a frame structure surmounted by a steeple, was erected in 1733 by the Second Congregational Society. When the church was used for barracks during the British occupation of Newport, the pews, pulpit and fixtures were destroyed.

In the early days of the church it was customary for merchants to gather outside to discuss business affairs until the introductory prayer had been offered; then they would scuffle up the aisles to their seats, unaware of having caused any disturbance. As these were the influential men who held the purse-strings of the church, the minister did not find a way of rebuking them; however, William Ellery, an old member of the parish, said to them one day in a bland voice, 'Gentlemen, I perceive that you do not like short prayers.' They replied, 'Oh yes, we prefer such.' 'Well,' said Ellery, 'I cannot understand how that can be, when you never come in time to hear one.' His rebuke was effective.

In September, 1847, the structure was purchased and dedicated by the Baptists who added a then-fashionable adornment to the simple façade — appliquéés of jigsaw work in a design reminiscent of the paper lace on valentines.

32. The *Henderson Home*, 31 Clarke St., a two-and-a-half-story frame structure with gambrel roof and two dormers, was erected about 1733 and since then has been considerably altered. It was used as the parsonage of the Second Congregational Church. It was the home of the Reverend Ezra Stiles, one of the most learned men of his time, who lived here from 1755 to 1776, taking a leading part in the cultural activities of the town. He left Newport for a brief pastorate at Portsmouth, N.H., and became President of Yale College in 1777. The house, which has nearly its original lines, is now a home for the aged.

L. from Clarke on Touro St. to Washington Square.

FOOT TOUR 2 — 1.2 m.

N. from Washington Square on Broadway.

33. The *Wanton-Lyman-Hazard House* (*open daily on application to Newport Historical Society, 82 Touro St.; adm. 25¢*), 13 Broadway, is a two-and-a-half-story frame house, almost square in plan, with a broken gabled roof and in the rear a two-story lean-to. A heavy plain cornice extends the length of the house on the front, and a central capped and pilastered chimney rises from the center of the ridge. The main entrance, approached by double brownstone steps guarded by an iron rail, consists of a dark, paneled door that is surmounted by a plain pediment supported by two plain pilasters. Two tiers of windows with shutters encircle the house, and three pedimented dormer windows ornament the front of the roof. This dwelling, built about 1675, or somewhat later, is the oldest house in Newport. The general appearance and especially the huge pilastered chimney suggest that it was a place of considerable pretentiousness at the time it was erected. Within are curious twisting staircases, and an old kitchen fireplace with crane still in position.

Joseph Wanton was governor of Rhode Island, 1769-75, when he was

deposed because of Royalist leanings (*see History*). When he died in 1781, this house, along with his other property, was confiscated. Later the house was restored to those of his descendants who had been faithful to the cause of independence. Daniel Lyman, Chief Justice of the State Supreme Court, married a daughter of John Wanton, a wealthy merchant and son of Governor Gideon Wanton. A daughter of Daniel Lyman married Benjamin Hazard, a prominent member of the Rhode Island bar.

Dr. Thomas Moffat, a Scotch physician, resided here in 1765, when feeling was strong against the Stamp Act. On August 26, effigies of Moffat, of Augustus Johnstone, a stamp distributor, and of Martin Howard, a lawyer, all of whom had incurred popular odium by supporting Parliamentary measures, were drawn through the streets, hung on a gallows in front of the Court House, and in the evening were cut down and burned by a mob. The next day the homes of the three men were plundered, and they fled on board the British sloop 'Cygnet.' Revenue officers, fearing for their lives, closed the custom house and took refuge on the same ship.

R. from Broadway on Stone St.; L. from Stone St. on Spring St.

34. The *First Baptist John Clarke Memorial Church*, 30 Spring St., built in 1846, is a spacious frame edifice, square in plan, with a tower that rises about 20 feet above the peak of the roof. The congregation, the second Baptist society organized in America, was established by John Clarke, one of the founders of Newport, in 1644. The doctrines that John Clarke expounded were those of the English Particular Baptists, who believed that atonement was 'particular,' or individual. There is little doubt that he was author of the confession of faith and purpose that was the foundation, not only of the Baptist Church of Newport, but of the civil government of the Colony. John Clarke continued to minister to the Newport congregation until his death in 1676, when he was succeeded by Obadiah Holmes (*see Tour 5*). The great-granddaughter of Obadiah Holmes was the great-grandmother of Abraham Lincoln.

Continue from end of Spring St. on Broadway.

35. *City Hall*, 47 Broadway, a four-story granite structure, was built in 1900. In 1925 it was partly destroyed by fire, but was soon restored and it is now one of the most imposing public buildings in the city.

36. *Townsend Industrial School*, 59 Broadway, a two-and-a-half-story brick building, was erected in 1894, and named in memory of Ella Townsend who bequeathed the city the lot on which the school stands. It is the outgrowth of the Katherine Wormely Industrial School for Girls, established in 1847, which, since 1894, has served as an industrial school for the public school children of the city.

37. *Saint Joseph's Church*, 77 Broadway, was dedicated on September 8, 1912. This Romanesque edifice is of cream-colored brick, with terracotta trim, and a foundation of granite. The three fine altars are of Carrara marble; the main altar consists of a high dome surmounted by a Celtic cross; beneath this and above the tabernacle is another dome. The reredos is done in panel work; above it, at either end, stands the

figure of an angel trumpeter. Below the table is a sculptured stone representation of the Last Supper. The floor of the sanctuary is of marble and the altar rail of bronze. Beneath each wooden cross on the side is a mosaic portraying an event in the passion and death of Jesus Christ. Stained-glass windows from Munich present events in the life of Christ and the saints.

38. The *First Presbyterian Church*, 151 Broadway, a brownstone edifice of Romanesque architecture, was built in 1892. The congregation was organized as a branch of the United Congregational Church in 1884, but in 1888 turned Presbyterian. In front of the church and in the center of a triangular grass plot is a *Civil War Memorial* — a soldier and a kneeling sailor.

39. The *Count de Rochambeau Monument*, 155 Broadway, dedicated July 13, 1934, is a life-size bronze statue of Rochambeau set on a granite base. Bronze tablets on the base describe highlights in Rochambeau's life while in Newport. The figure is a replica of Fernand Hamer's statue of Rochambeau in Vendôme, France.

L. sharply from Broadway doubling back on West Broadway.

40. *Equality Park*, in the junction of these highways, is a small triangular grass plot in which boats of the British sloop 'Liberty' were burned in July, 1769. In the center of the park is the Spanish-American War Memorial, a bronze statue of Victory with sword in hand.

41. The *John Clarke Family Cemetery*, 62 West Broadway, a small burial ground surrounded by a high cement-block wall, holds the grave of John Clarke (*see above*).

R. from dead-end of West Broadway on Marlborough St.

This is the oldest section of Newport.

42. The *Friends Meeting-House*, 30 Marlborough St., now a dilapidated recreation hall, was built in 1700 and subsequently enlarged. The old part, the middle section, is about 45 feet square and has two galleries, one above the other. The builder's name is found in many places under the shingles, and reads: 'John Jones, the King's own, in the year of Our Lord, 1700.'

There was a Friends Meeting-House before this one, built probably about 1658, on the east side of Farewell Street, opposite the Coddington burial place. It was torn down in 1705, and some of the material was worked into what is the north room of the present meeting-house.

43. The *Jonathan Nichols House (not open)*, 42 Marlborough St., cor. of Farewell St., is a two-story frame structure built in 1730, and known as the White Horse Tavern. The General Assembly of the State of Rhode Island is said to have met in its parlors at times for the convenience of the legislators. Little changed in form, it is now a private residence.

R. from Marlborough St. on Farewell St.

44. The *Governor's Cemetery*, 50 Farewell St., a small shallow plot of

ground in front of buildings, contains the graves of several early colonists of Rhode Island, including Henry Bull, Nicholas Easton, John Easton, and William Coddington.

45. Farewell St. passes the *Site of a Liberty Tree* (L), used as a rallying spot for pre-Revolutionary demonstrations. The site is now a small, nearly bare triangle.

R. from Farewell St. on Warner St.

46. The *Common Ground*, 24 Warner St., oldest public cemetery in Newport, was laid out about 1660. The slate headstones with their rudely carved inscriptions are to the rear, behind more modern stones. Many stones here are memorials to sailors lost at sea. The cemetery contains 20 stones with family armorial designs; these lie flat on the ground, and have suffered considerable mutilation.

47. The *Island Cemetery*, 30 Warner St., was laid out and landscaped, 1836-44. Here are memorial monuments to Oliver Hazard Perry and Matthew Calbraith Perry.

MOTOR TOUR 1 — 3.5 m.

W. from Thames St. on Long Wharf.

Thames Street, or Main Street as it formerly was and is sometimes even now called, is a straight, narrow thoroughfare. In 1699 the street was known as the Strand, the general name for the waterfront. It is the main artery of the village, extending through the business center of the city.

Long Wharf was in existence as early as 1685; on the Mumford Map of Newport it is called Queenhithe, an old English name for a haven for boats. Here the French troops were reviewed by General Washington and Count Rochambeau, and along this narrow highway the funeral cortege of Admiral de Ternay slowly wended its way in 1780. In the early days of the Colony it was customary for butchers to drive steers to this wharf, where the townspeople would cluster around and, with a piece of chalk, mark on the steers the portions of meat they desired. When a steer was well marked up he was killed and the buyers bore their purchases away. This roadway offers a broad view of the inner harbor and the waterfront of the city.

R. from Long Wharf on Washington St.

48. The *Simeon Potter House* (*not open*), 31 Washington St., is a large frame gambrel-roof building, two-and-a-half stories high. In this house was held Newport's first free school, founded in 1815 by the Trustees of Long Wharf. It was financed by the proceeds of a \$25,000 lottery, part of which was used to rebuild Long Wharf. When the purpose of the lottery came to the attention of Simeon Potter he donated the house and some other property to the school. Accommodations were provided for

about 50 pupils, and the school was opened with Captain Joseph Finch and his wife in charge. The Potter School was discontinued in 1834.

49. The *Hunter House* (*open by permission*), 54 Washington St., one of the most celebrated residences in Newport and since 1917 a convent of the Sisters of St. Joseph, was built in 1757 by Deputy-Governor Jonathan Nichols. It had a beautiful, broken-pedimented doorway, with a pineapple motif, designed by Peter Harrison, but this has been taken to St. John's Rectory a short distance north on Washington St.

Joseph Wanton, Jr., deputy-Governor, 1764-65, was the next to own this house, but being a Loyalist he fled to New York during the Revolution, where he died in 1781. In the summer of 1780, Admiral Chevalier de Ternay of the French fleet made his headquarters here. The house has a staircase, going through three stories, that has figured in several novels. According to one story, it was built so that the owner could easily reach his liquor supply in the attic. Another tale has a clandestine love affair depend on the staircase. The interior is beautifully paneled and contains a marble fireplace and several with Dutch tiles.

50. The *Henry Collins House* (*not open*), 62 Washington St., a two-and-a-half-story frame structure with gambrel roof, was built in 1750; it later came into the possession of George Rome, a wealthy Tory whose property was confiscated during the Revolution, and it was for a time occupied by Jane, daughter of Gilbert Stuart, who lived here with her mother. In 1780-81 the house was used as headquarters of the French Artillery.

51. *Robinson House* (*private*), 64 Washington St., a very simple two-and-a-half-story frame structure, was built about 1760 by Tom Robinson, a Friend. Viscount De Noailles was quartered here when he visited Newport in 1780, and upon his return to France sent to Mrs. Robinson a beautiful Sèvres tea set that is in the possession of the present occupant, a great-granddaughter of Mrs. Robinson.

52. *Narrow Battery Park*, which runs along the harbor (L), was the site of Fort Greene during the Revolutionary campaign, and is an ideal spot from which to view the bay and the numerous yachts and warships lying at anchor offshore.

To the north is seen *Gould Island* and to the west *Rose Island* (*Government reservations, not open to public*). Gould Island is a U.S. Navy seaplane base, and Rose Island is used for storage purposes. On Rose Island are the remains of earthworks thrown up in Revolutionary days, and kept in condition until 1801. These old earthworks, called *Fort Hamilton*, are visible from the Newport-Jamestown Ferry (*see Tour 7*).

Many of the Washington St. houses belong to the day when every Newport matron had India shawls, Turkey carpets, China silks, and sandalwood boxes, and fortunate Newport children had monkeys and parrots for pets, gifts brought home by the captains and crews of Newport-owned ships. These houses were the homes of people who lived comfortably and entertained freely, cosmopolitans who were free from the provincial preju-

dices found in American communities with less contact with the world far beyond their doors.

R. from Washington St. on Cypress St.

53. Left is the *United States Naval Hospital* (*open to visitors 8-4.30*), one of three hospitals on the Atlantic coast provided for by Congress in 1910; it was opened April, 1913. Thanks to its situation, the hospital provides the sick with a quiet environment, healthful climate, and when the patients are well enough to appreciate it, a delightful view. The hospital building, which fronts on Narragansett Bay, has walls of tapestry brick with terra-cotta trim, and stands on 15 acres of beautiful, well-kept land. The hospital also cares for sick and disabled ex-servicemen.

L. from Cypress St. on Third St., which becomes Training Station Rd. and crosses a causeway to Coaster's Harbor Island.

54. *United States Naval Training Station* (*open; no cameras permitted; drill on parade ground Thurs. 2.15*), 1.9 m., on Coaster's Harbor Island, is the birthplace of the naval training system of this country. In 1863, Lieutenant Stephen B. Luce (1827-1917), later a Rear Admiral, became a strong advocate of a naval training system, and his enthusiasm for British training methods resulted in the establishment of an American training service for enlisted men that at first employed a squadron of three vessels; a second move was the securing of a shore headquarters. During the Civil War the United States Naval Academy had been temporarily transferred to Newport. In December, 1880, the citizens of Newport voted to cede Coaster's Harbor Island to the Federal Government, an action ratified by the State in the following year, and in 1883 the island was designated as a Naval Training Station by the Navy Department. The station has over 100 buildings, most of them substantial and impressive structures.

The *U.S.S. Constellation*, attached to the Training Station, is a 36-gun frigate authorized by Congress in 1794. This full-rigged vessel, 161 feet in length and carrying a 167-foot mainmast, saw initial service in the unofficial war with France, 1798-1800, and next took part in the Mediterranean operations, 1801-05, against the Barbary pirates. In 1840 the 'Constellation' was sent out to the Far East to protect United States interests in China. After long service in many parts of the world it became a receiving ship, being stationed at Norfolk and Philadelphia, and then at Annapolis as a practice ship for midshipmen in the U.S. Naval Academy. One hundred years after her keel was laid, the historic frigate arrived at Newport.

The *Naval War College* on Coaster's Harbor Island owes its founding largely to the efforts of Lieutenant Stephen B. Luce, who became its first superintendent. About 1877, when the Civil War navy had been permitted to disintegrate, Luce began urging a postgraduate course for commissioned officers in order that they might become acquainted with strategy and the higher branches of their profession. His views received little sympathy, but the War College was opened in 1884, in the building

OLD AND NEW CHURCHES

RHODE ISLAND was settled by religious non-conformists of all sorts; five sects had become prominent by the end of the Colonial period, and another, Roman Catholicism, grew to strength in the nineteenth century. The Baptist faith, which should be given first place in this group for chronological reasons, is represented by a photo of the First Baptist Church at Providence, in the architectural section of our illustrations. The Congregational Church at Slatersville is an excellent example of the simple but impressive structures to be seen in countless New England villages. The Friends Meeting-House at Newport is a symbol of the influence of Quakerism in early Rhode Island. Newport's old Jewish Cemetery stands a short distance from Temple Jeshuat Israel, or the Touro Synagogue, housing a congregation organized in 1658. The Roman Catholic church shown is in the predominantly French-Canadian city of Woonsocket.



OLD JEWISH CEMETERY, NEWPORT



HOLY TRINITY CHURCH, TIVERTON



CHURCH OF THE PRECIOUS BLOOD
WOONSOCKET

TRINITY CHURCH, NEWPORT



that is now the administrative office of the Training Station. The college was housed in the Torpedo Station until 1889, when a new building was erected, an imposing granite structure on the brow of the hill on Coaster's Harbor Island, overlooking Narragansett Bay. This building, now weathered, is known as Luce Hall; two wings have since been added, one called Pringle Hall, honoring a former president of the college, and the other a library. Officers of the teaching staff are selected from the graduates of the college, from officers of the line, and from the Army and Marine Corps. The duration of the course is eleven months.

MOTOR TOUR 2 — 11 m.

E. from Bellevue Ave. on Narragansett Ave.; R. from Narragansett Ave. on Ochre Point Ave.

This 11-mile highway loop connects up the estates of the area that in the last half of the 19th century shared with Fifth Avenue, New York City, the scenes of that spectacular effort of America's first big crop of millionaires to establish themselves as the top crust of the social pie. Just as the returning generals and colonial administrators of ancient Rome, the new-rich of the Roman Empire, spent fabulous sums reproducing the art works of the older Greek civilization and sent their antique-dealers scurrying to the older cities to buy up statues by Praxiteles and other choice bits to adorn their show-places, so the new American millionaires built elegant copies of the châteaux and palaces of Europe, or, more often, grotesque combinations of the most expensive and ornate features of half a dozen of them, and raided Europe for ornaments and furnishings. Many of these structures remain along the drive, weathered now and softened by thick shrubbery.

Unable to buy titles in a democracy, the new social leaders did the next best thing — married their daughters to European peers and noblemen. Newport was the scene of many of the lavish events in these international courtings and marriages that made daily wonder-stories for an admiring hinterland.

In 1649 the discovery of iron pyrite on Ochre Point, then called Taylor's Point, made a sensation among the colonists, who thought they had discovered gold and dreamed happily until samples sent to England were analyzed as valueless. Later yellow ochre was discovered, and experimenters tried unsuccessfully to make paint out of it.

55. At 0.5 m. (L) is the *Ogden Goelet Estate*, in French château style, with a mansard roof, and a formal wrought iron gate.

56. *The Breakers*, 0.8 m. (L), or the Countess Szechenyi Estate, is a pretentious palace of Caën stone with red tiled roof. The original house, owned by Cornelius Vanderbilt, was burned in 1893. Soon afterward \$3,000,000 was spent to make the present mansion the most striking and

magnificently appointed of Newport 'cottages.' This three-and-a-half-story stone structure, of which R. M. Hunt was the architect, has on one side a semicircular porch resembling the apse of a cathedral. The center of the house has a two-story loggia facing the garden. The interior is embellished with mosaic work and carved stone. Some of the interior walls are finished in light-green Cipollino marble. A mosaic in one of the ceilings portrays a bathing chamber in ancient Pompeii. The loggias and the tympani of the arches are decorated in Italian Renaissance designs. The estate was bequeathed by Mrs. Cornelius Vanderbilt to her niece, the Countess Szechenyi, wife of the Austro-Hungarian chargé d'affaires to the United States in 1906.

Among the most famous entertainments of the 1890's was Grace Vanderbilt's 'Fête des Roses.' The lawns of Beaulieu, the Cornelius Vanderbilt, Jr., estate, were lighted by myriads of shaded fairy lamps, and red roses were everywhere, massed in gigantic baskets or hanging in festoons. The entire theatrical company of 'Red Rose Inn' which was having an enormous success in New York was engaged on a request performance. This involved closing the theater in New York for two nights, but the Vanderbilts could afford to entertain royally.

R. from the end of Ochre Point Ave. on Ruggles Ave.; L. from Ruggles Ave. on Bellevue Ave.

57. The *Marble Palace*, 1.7 m. (L), the home of Frederick Prince, was designed by Richard M. Hunt, who also designed Biltmore, the Vanderbilt palace in Asheville, N.C. It is in the Renaissance vernacular. An imposing Corinthian portico, extending to the roof, dominates the front. The exterior is of white Rutland marble and stone from Caën, France. A curved balustraded driveway hides the base of the portico. The front doors are protected by ornate Louis XIV metal gates that cost more than \$50,000, and required the labor of 50 men for more than a year. They are 25 feet wide by 16 feet high and are of bronze and iron, with gold leaf on the inside. The vestibule of the house has walls and floor of yellow French marble, with a paneled ceiling 60 feet high supported by heavy columns. The dining-room from floor to ceiling is finished in different shades of Numidian marble, carved with figures in bas-relief. The walls of the drawing room blaze with crystal and gold. The walls and ceiling of the mistress' chamber are of carved black walnut with padded silk panels. The master's chamber is finished in light woods. The portable furnishings of the house are worth more than a million dollars.

At 2.3 m. L. from Bellevue Ave. on Ledge Rd. 0.3 m.

58. *Coggeshall's Ledge*, or Land's End, at the end of the road, is a spot that can scarcely be surpassed for sea-views. To the right, weather permitting, is seen the west shore of Rhode Island and in the distance is Block Island; on the left the sea is bounded by a long cliff. The blue ocean is usually dotted with steamers and white sails.

Retrace on Ledge Rd.; L. on Bellevue Ave. and at 2.4 m., L. from the end of Bellevue Ave. on Ocean Ave.

59. At 2.5 m. (L) is the exclusive *Bailey's Beach* (not open to public).

60. *Crossways*, or the Stuyvesant Fish House, 2.8 m. (R), is a large, white Colonial-style mansion, designed and built by Stuyvesant Fish in 1898. This house was the center of gaiety at the turn of the century, its mistress being one of the most ingenious hostesses of the Four Hundred. The spacious dining-room, which seats 200 guests, and the enormous ballroom were the scene of Mrs. Fish's Harvest Festival Ball, the annual entertainment ending the Newport social season. When Grand Duke Boris of Russia visited Newport, Mrs. Fish issued invitations for a dinner and ball in his honor; the night of the ball the Duke was detained by Mrs. Ogden Goelet, Mrs. Fish's rival as social leader, at whose home he was staying. About 200 guests had assembled in the hall at Crossways, and when the hour for dinner approached and there was no sign of the Duke, Mrs. Fish announced that the Duke was unable to come, but the Czar of Russia had agreed to be her guest. Suddenly the doors of the room were flung open and in walked His Imperial Majesty, dressed in his royal robes, wearing the Imperial Crown and carrying a scepter. The guests, including Senator Chauncey Depew, Pierpont Morgan, and Lord Charles Beresford, sank in a court curtsy, only to recover themselves with shrieks of laughter when they realized they were paying homage to Harry Lehr. The next day Grand Duke Boris accosted Lehr on the beach and conferred upon him the title of 'King'; the title clung to him for the rest of his life.

At 4.2 m. is a dangerous double curve (drive slowly).

At 4.5 m. L. a short distance to PRICE'S NECK. This *United States Coast Guard Station* (open to visitors 8-4.30) is the headquarters for the Watch Hill, Quonochontaug, Block Island, Green Hill, Point Judith, and Narragansett Pier Coast Guard Stations. It has a personnel of fourteen men and one commander, who are quartered in a modern, well-equipped building, with several single and double rooms, a large kitchen, showers, lavatories, individual lockers, and a store room. The interior is finished in eggshell white, the floors are covered with linoleum and cork tile. Men are stationed in the watch-tower here 24 hours a day. The boathouse holds modern motor lifeboats, which are launched from a runway. The shore is patrolled at regular intervals for a distance of about four miles along the coast.

United States Naval Radio Station, Price's Neck, was put in commission in May, 1920, to aid commercial navigation as well as the Navy. The station gives bearings in response to calls, and is of great service to seafarers within a radius of 100 miles.

61. *Brenton's Point*, 5.5 m. (L), is the extreme southern point of the Island of Rhode Island. To the west Beavertail, southernmost point of Conanicut Island, Narragansett Pier, and Point Judith, are visible. Off shore is the *Brenton's Reef Lightship*, warning of the dangerous shoals and hidden reefs.

The road here is lined with fragrant hedge roses in summer.

At 6.4 m. L. from Ocean Ave. on Ridge Rd.; at 7.1 m. L. from Ridge Rd. on Harrison Ave.; at 7.5 m. L. is the entrance to Fort Adams.

62. *Fort Adams* (open 8–4.30) has massive masonry walls, with casement ports for 500 guns of the type used for coast defense in the middle 19th century.

In May, 1776, a large body of men from Newport repaired to Brenton's Point and there began the construction of a fort to command the entrance to the harbor. When the British approached in December of that year, the position was abandoned because of the overwhelming odds in favor of the enemy. Newport was occupied by the British from December, 1776, to October, 1779. When the British left they burned the barracks on Brenton's Point, and the site was not used for military purposes for several years. After 1793, however, in anticipation of war with France, Congress took measures looking toward the construction of permanent works to defend the entrance to Narragansett Bay. The building of a new fort was entrusted to Major Louis Tousard. Fort Adams, named for President John Adams, was dedicated July 4, 1799; it then consisted of an enclosed indented work of masonry for guns, with a brick magazine, and barracks for one company. Some additional guns were mounted during the War of 1812, but otherwise, the fort was neglected for the first quarter-century of its existence. In 1824, however, after a board of engineers had condemned the old fort as useless, Lieutenant Colonel Joseph G. Totten undertook its reconstruction; provision was made for nearly 500 pieces of various calibers, which afforded ample defense against the war vessels of that time. A permanent garrison was established at the fort in 1842, and has been maintained there ever since.

The present fort covers a little over 138 acres. The modern fortification was begun in 1896. About 400 men are quartered in the fort itself and in several outlying barracks; the commandant's residence and headquarters is a large, homelike building standing on top of the highest point of land in the fort.

At 7.6 m. R. from Harrison Ave. on Hammersmith Rd.

63. A short distance from Harrison Ave. is visible (R) on a rocky hill, the *Arthur Curtiss James House*, an imposing three-story structure of gray stone in English medieval style (1912) with a *Blue Garden* (open last week in June; adm. 25¢).

L. from Hammersmith Rd. on Beacon Hill Rd. to a private driveway; L. here into the James estate.

64. *Surprise Valley* (open 8–6.30) is an extraordinary collection of stone buildings with tile roofs that is supposed to represent an Alpine village; it was built by Mr. James in 1914–16. The road winds down into a hollow where most of the buildings are, passing cottages, a carpenter shop, hen yards, stock pastures, and an animal hospital (*visitors must not stop their cars or alight on the estate*). The buildings are marked with wooden signs painted in bright blues, greens, and reds, with playful admonitions and scenes.

The exit from Surprise Valley is on Harrison Ave. at 7.8 m., main route mileage.

L. from Harrison Ave. at 8.4 m. on Halidon Ave.; R. from Halidon Ave. on Wellington Ave.

65. *Ida Lewis Lighthouse*, 8.7 m. (L), off Wellington Ave., connected with the mainland by a short pier, is no longer maintained as an aid to navigation. It was for 57 years the home of Ida Lewis, who succeeded her father as keeper of the lighthouse, serving for 32 years. A number of articles connected with her life are preserved in the museum of the Newport Historical Society. At present the lighthouse is used by the Ida Lewis Yacht Club.

66. *King Park* (L), Wellington Ave., a small attractive tract of ground, was acquired by the city on March 3, 1897. It has paths, seats, a fine sandy beach (*public*), and numerous facilities for children's recreation, such as swings, sliding boards, and other equipment. A plain truncated pyramid at the west end of the park is a *Memorial* marking the landing site of the French troops under the command of Count de Rochambeau on July 12, 1780.

At 9.2 m. L. from Wellington Ave. on Thames St. to Washington Sq. 11 m.

SCATTERED POINTS OF INTEREST

67. The *Government Landing*, running from 215 Thames St. to the waterfront, is a concrete wharf extending from the Torpedo Station landing to the Jamestown Ferry slip. The landing is well kept, and is usually the center of much activity, because of the constant ferrying of workers between the mainland and the Navy-owned islands. At the east approach to the landing is the *U.S. Torpedo Station Memorial*, a granite monument to those who have lost their lives in the service.

United States Naval Torpedo Station, on Goat Island (*not open*), is viewed from the Government Landing. Goat Island has had a long history; it was probably the home, and certainly the final resting place of 26 pirates who were hanged at Gravelly Point in 1723. The British used Fort George on the island to bombard Count D'Estaing's fleet in 1778. For about 70 years after the Revolution the island was used for military purposes by the Federal Government; it was taken over by the Navy Department in 1869 and became a torpedo station. Experiments with torpedoes were conducted in 1870; the first large factory for the manufacture of torpedoes was erected in 1907; new buildings were added after 1910. During the World War the station was used for chemical and electrical experiments. Since the war a large concrete storehouse and a new machine shop have been added.

68. The *State Armory* (*open*), 371 Thames St., erected in 1894, is a two-story granite structure with two large circular towers that rise above

the front. The building is used by the National Guard and the Naval Reserve as a training quarters, and also for some civic events and entertainments.

69. The *Malbone Town House* (*not open*), 382 Thames St., a two-and-a-half-story brick structure built about 1744 by Godfrey Malbone, was used as a treasure depot for prizes of war by the British during their occupation of Newport in 1776-79. It is now the St. Claire Home for Aged Ladies. Malbone, who settled in Newport about 1700, was one of the most successful eighteenth-century merchants. He was very generous in his public acts, and once remarked in connection with something that he had done, 'What will not money buy?' Somebody overhearing the remark, posted the couplet:

'All the money in the place,
Won't buy old Malbone a handsome face.'

Malbone was exasperated, and offered 10 guineas to learn the identity of the author. The writer of the lines, thinking he could earn 10 guineas in no easier way, acknowledged his production. Malbone proved that 'commerce expands the mind and liberalizes the heart,' when he not only paid the reward but treated the crowd who had gathered to see what would happen. He used to give a great dinner party to his ship captains each time they returned from successful slave trips in Africa, and so careless was he of his possessions that at the close of each of the dinners, the hilarious guests were allowed to smash every dish and plate on the table. Needless to say Mrs. Malbone saw to it that none of her precious china was in evidence on these occasions.

70. *Aquidneck Park*, 268-334 Spring St., is a large well-equipped playground. The southeast section is set aside for small children, and has swings, sliding boards, sandboxes, etc. The northeast section is laid out with four public tennis courts. On the north side of the park is a recreation hut, in which classes in gymnastics are held and entertainments take place from time to time.

71. The *People's Library* (*open 1-6, children's room 3-6*), on the east side of Aquidneck Park, is a two-and-a-half-story, red-brick structure, with about 25,000 volumes. It was the home of George Gordon King, who in 1912 offered it to the trustees of the People's Library, which was founded in 1870 by Christopher Townsend.

72. *Saint Mary's Roman Catholic Church*, 250 Spring St., is a brownstone edifice of the Gothic Revival period, construction of which was begun in 1849. It was constructed with the assistance of Lieutenant, later General, Rosecrans of Civil War fame. Troublemakers insinuated that he used Federal property in the construction, but he cleared himself of the charges. The nave has a clerestory; at the angles on the tower are four carved figures of the evangelists, and surmounting the tower is a large bronze cross. The main altar of Carrara marble, with two smaller side altars, was made in Florence, Italy, by Angelo Lualdi. Behind the altars is an elaborately carved oak reredos.

Many Catholics were in Newport during the French occupation (1780–81), and in 1793 the city became a refuge for Catholics fleeing from the revolutionary struggles in the French West Indies. The building of Fort Adams and work in the coal mines at Portsmouth, attracted many Irish Catholic laborers after 1795. A schoolhouse bought in 1828 by the Reverend Robert Woodley for use as a church and Sunday school was the first Catholic-owned property in the State.

73. *Miantonomi Park*, off Hillside Ave. on the extreme northern edge of the city, is the largest of the city's parks, comprising 30 acres of land, including Miantonomi Hill with broad fields on either side. Miantonomi Hill, the supposed seat of the famous Indian chieftain, Wanumetonomu, sachem of Aquidneck Island, contains the remains of the left end of the fortifications thrown up by the British during their occupation of Newport.

Newport's War Memorial (open 8–4.30), an 80-foot tower built of field stone, stands on top of the hill; from the top is a beautiful and extensive view in all directions.

74. *Clifton Cemetery*, 42 Golden Hill St., was appropriated as a burial ground in 1671 by Thomas Clifton, a member of the society of Friends. Mary, daughter of Roger Williams, is believed to be buried here.

75. *Cliff Walk*, reached from Bath Rd., off Bellevue Ave., is a footpath of unusual beauty, extending south from Bath Road for about 3 miles. The walk runs over a broken wall of rock that overhangs or retreats from its base, but always rises high above the water. Masses of fallen rock lie below along the shore with the sea seething and foaming over them. The Cliff Walk follows the ocean-shore at the foot of velvety green lawns belonging to the sumptuous estates, and offers beautiful views at every point. A sheet of water, known as Easton's Pond, mirroring the surroundings in its glassy depths, is a distinguishing feature of the landscape.

The walk was at first a fisherman's trail, but the wealthy estate owners begrudged the use of it by natives and erected barriers and iron gateways to bar them. This action outraged the Newporters, who went to court about it; the court decided that the fishermen's shore rights entitled them to an unobstructed way around the island. The 'cottagers' made the best of it by opening the gates, removing the barriers they had erected, and laying out this beautiful path.

76. The *Forty Steps*, on the Cliff Walk, was once a natural stairway of stone, leading to the ocean's edge. The stone steps wore away and a stairway of wood was built. At the head of the steps is a square cement landing, where the townspeople and servants of the estate dance in the summer evenings to the strains of fiddles and guitars.

77. The *Newport Casino* (open to public; adm. price varies), 194 Bellevue Ave., is a commodious place of summer meeting and amusement for fashionable society. It was built for James Gordon Bennett, who in 1880 sold it to the Newport Casino Association. Seen from the Avenue, it is a

simple, unpretentious-looking building of brick and English half-timber construction, with the ground floor occupied by smart stores. The building is admirably designed for its uses. The inner court, with its low balconies, latticed windows, and ivy-covered brick and shingled walls, is now quite attractive. There are two quadrangles; the smaller one is planted with flower beds, the larger holds tennis courts where championship matches are held in August. The large ballroom, decorated with restraint, has a stage at one end, and is sometimes used as a theater.

78. The *Stone Villa*, on Bellevue Ave. opposite the Casino, built for James Gordon Bennett before 1880, is a large, granite building standing back from the street, with bronze owls on each of its four granite entrance gateposts. Bennett was a lover of birds, particularly owls. He had owls engraved on his cuff links, live owls in the garden, and painted owls on the panels of his home in Versailles, France. Even the bathroom of his yacht, the 'Lysistrata,' was decorated with scenes from the romance of two owls.

79. *De La Salle Academy*, 356 Bellevue Ave., a semi-private high school for boys, under the supervision of the Brothers of the Christian School, was established in 1925. The stone and brick buildings have an auditorium, a gymnasium, and classrooms. This was formerly the Weld Estate, noted for its beautiful lawn, rare plants, and fine shrubbery.

80. *The Elms*, or the Edward T. Berwind Estate, corner of Bellevue Ave. and Dixon St. opposite La Salle Academy, embraces the whole square from the avenue to Spring St. The house, a magnificent square stone mansion, is well arranged for entertainments. The grounds are landscaped with shrubbery, flower beds and gardens, but the public can only peep at them through the iron fence that surrounds the estate. The place was once owned by Mrs. Bruen, and the handsome elms, that give the place its name, were planted by her.

81. *Newport Beach (bathing suits and bathhouses for hire)*, Bath Rd., a smooth, sandy beach about a mile long, affords an opportunity for safe surf bathing, while the modern Roman pools are available for those who prefer something less strenuous than the Atlantic. On the north side, the boardwalk is lined with concessions and amusements.

82. *Dr. Hopkins' Meeting-House* (Congregational), 83 Mill St., a large frame structure built about 1727, is now a Knights of Columbus hall. The parish was established in 1720, with the Reverend Nathaniel Clap as pastor. In 1725 a schism arose that Dr. Clap ignored until an influential committee waited upon him and requested that he comply with the wishes of the congregation. After listening to their plea the minister produced a plate of figs, handed each committee member one, then stalked from the room shouting, 'A fig for you all.' If, during his daily walk, he met any children flying kites, playing marbles, or whirling peg tops, he would buy the toys from them and exhort them not to gamble or indulge in vain sport.

In 1755, the Reverend Samuel Hopkins was installed here as pastor. He delivered the first of a number of addresses on the evils of slavery about 1770.

83. *Corné House (not open)*, cor. Hill and Corné Sts., a two-and-a-half-story frame structure with a gable roof, was built about 1822, and takes its name from Michael Felix Corné, an Italian engraver who arrived here in that year. It is a local tradition that Corné, in 1833, proved that tomatoes, then called 'love apples,' were edible; they were thought to be poisonous. They were brought here from South Carolina in 1819, looked upon as curiosities, and prized for their beauty.

P A W T U C K E T

City: Alt. 25, pop. 77,149, sett. 1671, incorp. as town 1862, incorp. as city 1885.

Railroad Station: N.Y., N.H. & H., Broad St. at city line between Pawtucket and Central Falls.

Bus Stations: Quaker Stage, Greyhound, Great Eastern, Grey, and New England Transportation lines, all from Goff Ave. near Broad St.

Airport: American Airlines, Inc., Rhode Island State Airport, Hillsgrove, 6.5 m. south of Providence on US 1 (*see Tour 1*). Tickets and information at N.Y., N.H. & H. R.R. Station, Pawtucket.

Accommodations: Two principal hotels. Numerous restaurants.

Amusements and Recreation: Seven concerts annually in Senior High School Auditorium, Exchange St., sponsored by Pawtucket Civic Music Association.

Swimming: Senior High School. Various beaches on both sides of Narragansett Bay within easy driving distance.

Annual Events: Novelty Park Marathon, May 30, participants from all over New England. Annual All-Star baseball game around Labor Day, players chosen from Intercity Baseball League. Narragansett Park Racing Association meets: spring, summer, and fall.

PAWTUCKET is situated on a number of small hills that slope gently toward three rivers — the Ten Mile, the Moshassuck, and the Blackstone. The first two form approximately the eastern and western boundaries of the city. The Blackstone enters from the north, runs through the center of the city, and tumbles over Pawtucket Falls, where it becomes the Seekonk River. This is the most northerly point of Narragansett Bay tidewater. For many years the channel of the Seekonk was unsuitable for shipping, but improvements undertaken after 1850 made commerce profitable (*see Transportation*). The falls, once an important factor in

the city's development, are at the narrowest point of the river in the center of the city, but are now obscured by the Main St. bridge.

Like its neighbor, Providence, Pawtucket has a highly concentrated nucleus of activity. This region extends a few blocks on Main St. west of the intersection with East St., where the principal stores and banks are closely aligned along the rising curve of a hill. The compactness of the region is emphasized by the narrowness of the street, the lack of open space because of its curve, and the random way in which the side streets branch off. It is an unusually active district, for here the great laboring population of Pawtucket and outlying districts comes to do its shopping. Busses from all parts of the city and outlying districts converge on this street as a terminus, and it is the center not only for the laboring population but also for the farmers of Rhode Island and adjacent Massachusetts.

The city has a varied character. On Park Place and along Summit St. there are a few magnificent old homes. At the southern boundary of the city, which touches Providence on two main thoroughfares and East Providence on two others, the neighboring districts are indistinguishable — the transition from Providence's North Main St. to Pawtucket's Main St. shows no break in the random arrangement of houses, small stores, and other business establishments; the residential sections at the Hope St.-East St. transition merge into one another, and the city line in East Providence traverses several open fields. To the northwest Pawtucket partly surrounds the city of Central Falls, and here again the city lines, closely built up with mills, factories, and homes, are indistinguishable. An unusually large area of the city is occupied by residences, most of which are of a modest character. Double- and triple-decked tenements are numerous in some districts, but the city is free from grimy, sunless slums and barren regions where sand or acid soil smothers the grass and stunts the trees. For a city so completely industrial, there is a minimum of squalor.

The first recorded mention of Pawtucket is contained in a deed dated 1638, the formal grant of land that Roger Williams had secured by oral agreement in 1636 from the Narragansett Indians for the founding of Providence (*see History*). The rocks and timber in this wilderness were so profuse that Williams and his companions, who sought tillable land, were content to name the 'woods and fields of Pawtucket' as the northern boundary of the plot they desired. In Indian dialect, Pawtucket means 'the place by the waterfall.' The area around the falls was a favorite fishing and camping ground for the natives.

Joseph Jencks, Jr., a blacksmith, was Pawtucket's first white settler; in 1671 he set up a forge where he could utilize the abundant water power of the falls. The heavy stand of timber that had repelled Williams and his associates served Jencks as a source of fuel. He manufactured plows, scythes, household utensils, and other commodities for the farmers of Providence. Other smiths soon moved in. The community was virtually destroyed by the Indians in March, 1676, during King Philip's War, but this was only a temporary interruption. After the smoke of their burning

dwelling died away, the inhabitants returned from their refuge in the woods, rebuilt their homes and forges, and resumed the leisurely tenor of their lives. For more than a hundred years thereafter, until the beginning of the textile industry, Pawtucket continued as a small community engaged exclusively in supplying the neighboring town of Providence first with farm utensils and later with the metal parts — keel plates, anchors, bells, etc. — for the sailing ships that moved in and out of Providence harbor in the eighteenth century. During this period nearly all the records of the General Assembly pertaining to Pawtucket are concerned with disputes that arose over the building of dams in the area of the falls. Settlers farther up the Blackstone River discovered that these obstructions interfered with their fishing privileges. In 1761 the General Assembly authorized a lottery for the purpose of 'building a passage around Pawtucket Falls so that fish of almost every kind, who choose fresh water at certain seasons of the year, may pass with ease.' This legislation apparently failed to gain its end as a little later the legislature passed another act making it lawful for anyone to blow up the rocks to 'let fish pass up.' There is no record that this expedient was ever resorted to.

During the Revolution, Pawtucket supplied the Colonial army with both money and men, but her chief contribution was the manufacture of ammunition and firearms. The iron industry, more than a hundred years old, was quickly adapted to the purpose, and the manufacture of ammunition continued, for it is on record that in 1810 Stephen Jencks made 10,000 muskets for the Government.

Being on the Boston Post Road, Pawtucket became a favorite stopping-place for travelers in Colonial days. Several notable taverns were erected. In 1776, Colonel Eliphalet Slack built one on the east side of the river opposite the present Trinity Church. On the west side, Constant Martin had an inn during Revolutionary times on a site now bordered by Main and Broad Streets, and a later one at the corner of Commerce and Main Sts. Farther out on the west side near the Providence line was built the celebrated Pidge Tavern, still standing, where Lafayette lodged on two occasions. All of these Pawtucket taverns were favorite meeting-places for the gay French officers billeted in Providence during the Revolution. In 1800 there were about thirty-five houses on the west side of the river, and half that number on the east. That these were widely scattered is attested by the story that Mollie Bowers, who lived near the river, was accustomed to carry a bag of asafoetida as protection against wolves when she went on horseback after dark to visit friends on a country road now represented by North and South Bond Sts.

Several ephemeral newspapers appeared in the early part of the nineteenth century, but it was not until 1825 that a journal of promise appeared. It was a weekly, called at first the *Pawtucket Chronicle and Manufacturers' and Artisans' Gazette* and later the *Pawtucket Gazette and Chronicle*. This paper continued until 1885, the date of Pawtucket's incorporation as a city. In that year two dailies appeared, one of them the successor

of the former weekly. The latter was short-lived, but the new paper flourished and became the *Pawtucket Times* which at the present time has a circulation of 30,000.

From the time of its settlement until its incorporation as a city in 1885, Pawtucket has had an unusual number of changes in legal status. Because the Blackstone River was the boundary line between Rhode Island and Massachusetts until 1862, the community grew up as two different units. That on the west side of the river became a part of North Providence when the latter town was set aside from Providence in 1765. That on the east side belonged to Rehoboth, Massachusetts, until 1812, when the area was included in the new town of Seekonk. In 1828 the town of Pawtucket, Massachusetts, was established in the Seekonk area. Ironically, the one man shot in the Dorr Rebellion (1842) was a citizen of Massachusetts; in a fracas on Pawtucket's Main St. bridge, a Kentish Guardsman's bullet crossed the State line (*see History*). The boundary dispute between Rhode Island and its neighboring State, having lasted for two centuries, was finally settled in 1899. Part of the settlement included cession of the Pawtucket area to Rhode Island, and in 1874 the Pawtucket section of North Providence was set aside and the two communities at last became a unit. Eleven years later Pawtucket, with a population of 22,906, became incorporated as a city and elected Frederick Clark Sayles as its first mayor.

Pawtucket's most important development has been industrial. This was indicated even before the Revolution, but in 1789 a series of occurrences made Pawtucket famous as 'the cradle of the American textile industry' and determined the lasting character of the city. In this year Moses Brown took steps to finance machine manufacture of thread and chose Pawtucket as the site for the first mill. Brown, like many capitalists in Rhode Island and other coastal States, had made his fortune in shipping, but conditions after the Revolution were hazardous. English restrictions on the free transit of certain goods overseas, domestic monetary evils, and other difficulties, forced the men of wealth to look elsewhere for investment of their money. The power spinning-frame had been invented in England by Arkwright some years before, with profitable results, and the power manufacture of thread had already been attempted in New York. England, anxious to keep the Arkwright process within her own shores, passed laws rendering divulgence of its secrets almost on a par with treason. However, young Samuel Slater, a master mechanic of Nottingham, shipped off to America as a farmer with a full knowledge of the spinning-frame stowed away in his head. After some discouraging attempts with the struggling industry in New York, he heard of Moses Brown, got in touch with him, and was soon off to Pawtucket. His work, begun with a reconstruction of the mill's crude equipment, was successful (*see Industry and Commerce, and Labor*). The first mill, constructed in the late 1780's, stood at the west abutment of a bridge spanning the Seekonk. It was swept away by a freshet in 1807, but a second mill had been constructed in 1793 and is now maintained as a memorial to Slater and his works.

The early years were full of problems. Thread imported from England was favored in the American market. Domestic competition arose. Within twenty months after the mill was started, several thousand pounds of yarn had accumulated in the warehouse, and Moses Brown wrote to Slater, his partner-manager, saying, 'Thee must shut down thy gates, or thee will spin up all my farms into cotton yarn.' In 1809, President Madison, at his inauguration, gave prestige to American cloth by wearing a suit of woolen material made at Pawtucket; his act was a boon to the Pawtucket industry.

Some time after 1800, Slater withdrew from the original firm and went into partnership with his father-in-law, a machinist named Oziel Wilkinson, and two brothers-in-law. This was the firm of Samuel Slater and Company. About 1829, Slater left Pawtucket for Webster, Massachusetts, where he had acquired large mill interests.

The early mills were occupied primarily with spinning thread, which was then let out to private individuals to be put through the processes of bleaching, weaving, and the like. In the former capacity, one Mother Cole achieved distinction. She supervised a large corps of women whose duty it was to suspend skeins of yarn on stakes driven into a great meadow between the present Roosevelt Avenue and the Blackstone River. The skeins were sprinkled with water and then rubbed in the sun with drying sticks. A spell of rainy weather would delay this process and cause consternation in the trade.

Power was first applied to weaving about 1815. Like spinning, hand weaving had remained practically unchanged for centuries. The first power loom merely supplanted with machinery the hand motions of passing the shuttle and securing the weft. There are conflicting records of its introduction. The so-called Scotch power loom is supposed to have been introduced at Pawtucket by David Gilmour with the assistance of David Wilkinson. At the same time John Thorpe, a highly skilled machinist who spent much of his life in Pawtucket, is credited with patents of a hand and water loom (1812) and a power loom (1816), the latter being granted jointly to Thorpe and Silas Shepard of Taunton, Massachusetts.

Whatever conflict there might have been in their connections with the power loom, David Wilkinson and John Thorpe both possessed a kind of genius and their activities were economically important. Wilkinson, in the late years of the eighteenth century, had helped Elijah Ormsbee equip a twelve-ton boat with an engine, and the craft had steamed along the Seekonk to Providence and back. Regarding the affair as a lark, the young mechanics allowed the boat to rot along the shore. Some time later Daniel French, from whom Robert Fulton is said to have secured many ideas for the manufacture of his first steamboat, came to Pawtucket and pumped Wilkinson for the principles on which the earlier boat had functioned (*see Transportation*). Wilkinson was either indifferent to or greatly underestimated the value of his achievements. As a young man he had also invented the slide lathe, but allowed the patent to lapse. In

the 1840's Congress voted him \$10,000 'for the benefits accruing to the public service from the use of the principle of the gauge and sliding lathe, of which he was the inventor, now in use in the workshops of the Government at the different national arsenals and armories.' Thorpe, however, renewed his patent on the hand and water loom in 1843 and meanwhile, between 1812 and 1829, had taken out at least six patents, of which three were vitally important in the development of the textile industry. The latter were taken out in 1828 and included basic principles for 'ring-spinning,' a method now used on over 100,000,000 of the 160,000,000 cotton spindles now operating throughout the world.

By 1840, when New England shipping was rapidly declining and Providence merchants were turning all their attention to industry, Pawtucket was established as a manufactory of textile and metal goods for the entire country, and was no longer dependent for patronage upon her sister community, Providence.

The history of Pawtucket in the nineteenth and early twentieth centuries was not greatly different from that of many similar industrial communities. Social conditions resulting from the nature of mill employment became a problem. As the available labor from surrounding farms was used up, drifting workmen moved in. The practices of these unattached laborers earned for the town derisive names such as Pilfershire, Bungtown, Bang-all, and Hard-scrabble. Child labor was freely used in the mills for many years. In 1826 the superintendent of the Pawtucket Thread Company was a lad of nineteen with eleven years' experience in the mills. Children were hired for about a dollar a week and were required to work from 12 to 14 hours a day. Lighting and ventilation were poor; education fared badly. In 1793, at the suggestion of Samuel Slater, a school was started with sessions on Sundays, but it had little success, and even by 1840, when an elementary education law was passed, little had been accomplished toward improvement of the child labor situation (*see Education, and Labor*).

In the first half of the nineteenth century there was a large Irish, English, and Scottish immigration into Pawtucket, drawn there by the textile industry. From 1860 on, the most extensive immigration was that of the French-Canadians. The present population of the city is 77,149 of which 70 per cent is either foreign-born, or born of foreign stock. Of this percentage, about half are Irish, English and Scottish peoples. The Irish are scattered throughout the city, whereas the English and Scots have concentrated largely in Fairlawn. The next largest group is the French-Canadian, making up about 20 per cent of the foreign population. Members of this group are found mostly in Darlington, Pleasant View, and Woodlawn. By speech, origin, and religion (Roman Catholic), the latter group is the most closely integrated of the foreign-born. The remaining 15 per cent of the city's foreign stock is made up largely of Germans, Italians, Slavs, and Portuguese.

Pawtucket remains primarily an industrial city and has been susceptible to the fortunes and misfortunes of the textile industry as a whole. Having

enjoyed steady expansion and development, the city has also had its industrial strife. The nine-months' national textile strike of 1922 had its genesis here (*see Labor*), and the Moshassuck Cemetery in Central Falls was the scene of some unfortunate skirmishing between workers and the National Guard during the protest strike of 1934. General factories now exceed the textile mills in quantity if not in numbers of employees — there are more than sixty that send machines, machine parts, and other metal goods to all countries of the world. There are, however, more than fifty textile mills. So much thread is manufactured in these plants that it has been said that if every stitch of it were suddenly to loosen, the entire country would be obliged to run for cover.

TOUR 1 — 1.5 m

N. from Main St. on Roosevelt Ave.

1. The *Old Slater Mill* (*open Tues., Thur., and Fri. eve., 7–9.30; free*), SE. cor. Roosevelt and Slater Aves., on the Blackstone River. In 1793, the firm of Almy, Brown and Slater, first successful manufacturers of cotton thread in America, built this two-and-a-half-story frame building to house machinery formerly used in a mill farther down the river. The cupola on top of the building contains the bell once rung to summon the workers in days when the mill was active. A trench for developing water-power runs underneath the building. Within the mill are several pieces of Arkwright machinery that Samuel Slater built when he came to Pawtucket from England in 1789. These and other Colonial relics are preserved by the Pawtucket Chamber of Commerce as a memorial to the founder of the cotton textile industry in America.

2. The *Pawtucket City Hall* (*open weekdays 9–5, Sat. 9–12*), NE. cor. Roosevelt and Leather Aves. The main body of the structure, dedicated in 1936, is four stories high, built of yellow brick and stone in modern design. The whole is surmounted by a high tower, an imposing mass of vertical lines, topped by a stepped pyramid of stainless steel. Across the front of the building is a series of plaques symbolizing various events in the history of the city. The interior decorations combine simple, graceful lines with harmonious color effects. On the ground floor is an auditorium extending the width of the building. The lobby is of marble, with a bronze copy of the city seal set in the mosaic floor. The architect was John F. O'Malley.

R. from Roosevelt Ave. on Exchange St. across bridge.

3. The *Pawtucket Senior High School*, N. side of Exchange St. on the Blackstone River, is a large four-story building of red brick with limestone trim, handsomely designed along Colonial lines. There are two large end pavilions with Corinthian pilasters, pediments, and ornamental balustrades. The central section with its graceful tower is approached

by a flight of steps which lead up to a Corinthian portico. The architects of the building were Monahan and Meikle of Pawtucket. Erected in 1926 at a cost of \$1,500,000 to accommodate 1500 pupils, the school at present, by use of the double session, has an enrollment of 2250

R. from Exchange St. on Broadway.

4. The *Pawtucket Congregational Church* (open weekdays 9-5, Sat. 9-12: parish house entrance), junction of Broadway and Walcott St. Whereas the early citizens on the west side of the river were Baptists and attended meetings in Providence, those on the east were communicants of the Congregational society. For many years they attended the Newman Church in Rehoboth, three miles away (see *Tour 5*). On April 17, 1829, the Pawtucket Congregational Society was organized, with a membership of eight women and one man. A small church was erected on the site of the present building, but this was destroyed by fire in 1864. Four years later the present building of Romanesque motif, with gable roof and three-staged spire, was completed. Broadway, which bounds the church lot on the north side, was formerly the route of the Boston Post Road.

Sharp L. from Broadway on Walcott St.; R. on Summit St.

5. The *Oliver Starkweather House*, 57 Summit St., was regarded in the early 19th century as one of the two finest homes in the city, the other being that of Colonel Slack. Records of its construction are unavailable, but it was probably built near the turn of the century. It is a frame house of large proportions, five windows in width and two-and-a-half stories in height, with a low-hipped monitor roof surrounded by a balustrade. On the Summit St. façade are two triangular-pedimented dormers and a portico supported by two slender Roman Doric columns. A side doorway, with Ionic pilasters supporting a pediment pierced by a semicircular fan-light, is a well-executed copy of a type of doorway designed by English architects and circulated in America during the late 18th and early 19th centuries. The windows on the lower floor are decorated in an unusual manner, being surmounted by wooden angle rustications which in turn are surmounted by large cornices. The house formerly stood on the vacant corner lot on the north, and the steps to its entrance can still be seen. At some time in its history it was moved to gratify the whim of a woman who could not get along with her neighbors.

Oliver Starkweather, son of Ephraim Starkweather who came to Pawtucket in 1776, was an outstanding figure in the village. Dr. David Benedict, who wrote his 'Reminiscences of Pawtucket' in this house about 1850, related that Starkweather drove a chaise which had 'a pink stern, flat top, and was very ugly looking.' The same writer tells an anecdote connected with Starkweather's term in the Massachusetts legislature. When the town of Seekonk was established in 1812, Starkweather became its first representative. The name Seekonk was regarded by many as offensively uneuphonious, and one who considered it such was the Speaker of the House. On several occasions when he had begun an address by saying, 'The member from —' he would check himself as if

shrinking from an unpronounceable name, and continue, 'Mr. Starkweather,' etc.

Retrace on Summit St. to Walcott St.; L. on Walcott St. to Main St.; L. on Main St.

6. The *Colonel Slack Mansion*, 50 Main St. Opposite his first tavern, since destroyed, Colonel Eliphalet Slack built this three-story brick house in 1815. Except for the bracketed cornice on its low-hipped roof, the style of the house is that of an earlier period. Its proportions are suggestive of the reputation for magnificence that it once enjoyed, but the fan-light over the door and the Palladian windows in both the second and third tiers fall short of the standard upheld in other parts of the State: the semi-ellipse of the fan-light is flattened and the windows are out of proportion. The house has served for many years as the rectory of Trinity Episcopal Church.

Colonel Slack was a capable and well-to-do business man. He was considered eccentric, largely because of his habit of attending auctions — *vendues* as they were called — and purchasing all sorts of odds and ends, old and new, which he stored in one of his buildings called 'the museum.' The collection has unfortunately been dispersed. The tavern that stood opposite this house was used by General Washington and his corps, and later by Lafayette.

7. The *Site of the Joseph Jencks Forge* is at the southwest corner of Main St. bridge and is indicated by a marker.

OTHER POINTS OF INTEREST

8. The *First Baptist Church*, SW. cor. High and Summer Sts., was erected in 1842 and enlarged in 1870. In the early history of Pawtucket, the Baptists attended meetings in Providence. In 1793, a group of them established the Catholic Baptist Society. A meeting-house was soon begun but not finished until 1800. In 1804, David Benedict, then a student at Brown University, began preaching to the congregation, and largely through his efforts the society expanded. The meeting-house was enlarged in 1813 and 1823, and was finally moved away in 1842 to make room for the present building. In 1841 the original name of the congregation was changed to the First Baptist Society. The main body of the church is rectangular in form with a low-pitched gable roof. The projecting entry has a triangular pediment supported by two large fluted columns, and is crowned by a domed belfry. A tall spire formerly atop the tower was removed shortly after the turn of the century. The decorations within are designed with charm and restraint.

9. The *Deborah Cook Sayles Public Library* (open 9-8 except Sun. and hol.; reading room open Sun. 2-6 except from July 1 to Labor Day), Summer St., between High and Exchange Sts. A private charter was granted

to the Pawtucket Library Association in 1852 and transferred to the town in 1876 under the name of the Pawtucket Free Library. In 1898, Frederick Clark Sayles, first mayor of the city, donated this building in memory of his wife, Deborah Cook Sayles. It was designed by Cram, Goodhue and Ferguson and dedicated in 1902. The open shelf system, one of the first in the country, was installed at this time. There are two branch offices, and the catalogue lists about 50,000 volumes, with an average yearly circulation of about 300,000. The building has a square central portion with an Ionic portico approached by a broad flight of steps. The wings flanking each side of the square center are pierced by three windows framed by Roman Doric pilasters and surmounted by sculptured panels. Antefixes in a double row decorate the cornices of the wings.

10. *Pawtucket Boys' Club*, 53 East Ave. This three-story brick building was erected in 1902 to serve the recreational needs of boys in the crowded area of the Blackstone Valley. The club was one of the first organizations of its kind in the country, and the building contains a large gymnasium, swimming pool, auditorium, and several smaller rooms for educational and recreational purposes. The membership is about 3800. The building stands on the site formerly occupied by the home of Joseph Jencks, Jr.

11. *Wilkinson Park*, Park Place, contains a memorial dedicated in 1897 to the soldiers and sailors of the Civil War. The monument, executed by W. Granville Hastings, is named 'Liberty Arming the Patriot' and represents the figure of Liberty leaning on a spear and handing a sword to the patriot about to leave his plow.

12. *Saint Paul's Episcopal Church* (open weekdays 9-12; parish house entrance), 50 Park Place, stands on the site of a small church built in 1816 at the instigation of Samuel Slater, David Wilkinson, and others. This was enlarged several times and finally replaced in 1902 by the present stone edifice, English Gothic in style with a square, angle-buttressed tower. A large bell in the tower, used in the former building throughout its entire history, was cast by Paul Revere; there is also a ten-bell carillon. In the church is a large marble tablet erected in memory of Samuel Slater, and an exquisite cut-glass chandelier, imported from England and presented by Slater's wife.

13. *The Church of the Immaculate Conception of the Blessed Virgin Mary* (Saint Mary's Church), cor. Grace and Pine Sts., stands on the site of the second Roman Catholic church in Rhode Island, erected in 1829. It was a simple frame structure occupying 125 square feet of land donated by David Wilkinson; the Rev. Robert Woodley was the first priest. Frequent additions were made as the industrial life of Pawtucket attracted new residents. In 1885, the old church was torn down to make room for the present structure, consecrated in 1887. Victorian Gothic in style, the church has an octagonal spire on the southeast corner and two extended piers topped with spires and finials. A large rose window is set in the east end of the clerestory. The pentagonal apse is separated from the nave by a richly molded cancel arch. Beautiful stained-glass windows are set in the five sections of the apsidal wall.

14. The *Church of Saint John the Baptist*, Slater St. between Capital St. and Quincy Ave., was consecrated December 17, 1927. Of limestone and brick, it is built in the style of the Florentine Renaissance. The decorations are particularly notable. Four ceiling panels by Jean Desauliers represent the Ascension of Christ. The windows are executed by Maumejean Brothers of Paris, and the stations of the cross, by Vignali and Company, Florence, are in imitation of the Cross of Tiepolo (1696-1700) in the Church of the Frari, Venice. The bronze doors were cast by Brandt, of Paris.

15. The *Old Pidge Tavern*, 586 Pawtucket Ave., is traditionally supposed to have been built by the Sayles family about 1640. If true, this legend makes it the oldest house in the State. Frequent remodeling in the first hundred years of its existence has changed its appearance to that of a mid-18th-century structure. Two-and-a-half stories high, it is rectangular in plan with a red-brick chimney, off-center, straddling the roof ridge. The chimney is dated 1767. It is supposed that the tavern had previously been square with a stone chimney, and that in 1767 it was lengthened to its present dimensions.

Whatever the facts of its early history may have been, the Pidge House has a rich store of authenticated tradition. During the Revolution, when the French troops were encamped near-by, General Lafayette occupied two rooms on the second floor. On his return to America in 1824, he stopped here again on his way to Boston. The place was licensed as a tavern in 1783 and remained active in that capacity for many years.

The building contains many Colonial relics. A large beam runs lengthwise through the house, a feature of Colonial construction known as the summer tree. In the corner of the old common or bar room is a closet used for serving ales and liquors. It has a half-door, a narrow serving shelf, and a broader shelf within. In the latter is a slot through which coins were dropped, supposedly into a half-bushel basket. Behind the bar room is the kitchen with a well-preserved old oven. The house also contains some of the furniture of its halcyon days. In the yard is an old well and a large flat boulder used by Lafayette as a mounting block.

16. *Narragansett Park* (adm. \$1), Newport Ave., contains a new race track; the grandstand seating capacity is 20,000. Built in 1934 at the cost of \$1,000,000, it is reputed to be one of the best, though not one of the swankiest, race tracks in the country. There are more than 1000 stalls in the stables. Meets are held in spring, summer, and fall, seven or eight races daily except Sunday. There is pari-mutuel betting.

17. *Slater Park*, between Newport Ave. and the Ten Mile River, has its main entrance on Newport Ave. and another on Brook St. Comprising 193 acres, it is the largest of Pawtucket's recreational areas. The plot has winding drives, a profusion of flower gardens, and amply wooded sections. Its lake is used for skating; rowboats are for hire in season. Other recreational features include an athletic field, children's amusements, a small zoo, and open fireplaces.

The *Daggett House* (open Wed. from mid-July through September; adm. 25¢; other times by appointment), in the Park, is a two-and-a-half-story frame Colonial house built in 1685 to replace an earlier structure, erected by John Daggett in 1644, that was burned during King Philip's War in 1676. The house has a gable roof and central chimney and doorway, with two windows on the right but only one on the left. The enclosed entry and the one-story addition are of a later date. On display in the house are many historic items, including a blanket woven by Samuel Slater. The Daggetts were slave-holders, and in one of the center beams may be seen rings from which Prince, one of the slaves, swung his hammock. In the attic is a secret closet where valuables were stored, and where the occupants could hide from the Indians. In each generation, only one member of the family is supposed to have known the existence of the closet. The house was remodeled in 1790; in 1902, restoration was begun, and was completed in 1905, under the auspices of the Pawtucket Chapter, Daughters of the American Revolution. This organization holds the responsibility of the house's upkeep.

Friendship Garden, in Slater Park, is an area set aside and developed by the Pawtucket Rotary Club. There is a grove of 67 trees symbolizing the countries in which Rotary Clubs have been established. Between two lagoons is a chain of small, artificial islands called the *Shakespearean Garden*, planted with many of the flowers and plants mentioned by Shakespeare in his works.

P R O V I D E N C E

City: Alt. 12, pop. 252,981, set. 1636, incorp. 1831.

Railroad Station: N.Y., N.H. & H. R.R., Union Station, Exchange Place.

Bus Stations: Greyhound, Great Eastern, New England Lines, and others, Fountain St. between Eddy and Mathewson Sts.

Airport: American Airlines, R.I. State Airport, 6.5 miles south of Providence on Route US 1. City ticket office, Turks Head Bldg. Taxis from Baltimore Hotel and Turks Head Bldg., 50¢, time 30 min.

Piers: Colonial Line (to New York), Point St. Bridge; Steamer to Newport and Block Island, 185 S. Water St.; Steamer to Newport and Block Island (summer only), foot of Orange St.; Moonlight Sails, foot of Orange St., and 185 S. Water St.

Traffic Regulations: Turns may be made in either direction at intersections, except where officers or traffic lights direct otherwise; vehicle to right always has right of way. Watch street signs for parking limitations; commercial parking lots at usual rates on Pine St. and vicinity. Watch signs for numerous one-way

streets in downtown area and on College Hill. Watch for rotary traffic systems throughout city. Speed limits depending on congestion strictly enforced.

Information Service: Chamber of Commerce, Old Market House, Market Square.

Amusements and Recreation: Occasional legitimate plays at rented theaters; 5 principal downtown movie houses.

Concerts: Metropolitan Theater, 9 Chestnut St. Providence Symphony Orchestra, 4 annual concerts; Boston Symphony Orchestra, 5 annual concerts; Providence Community Concert Association, 5 annual concerts.

Athletics: Roger Williams Park, between Elmwood Ave. and Broad St., and at other municipal parks throughout the city.

Amateur Sports: *Boxing*, regular schedule, Infantry Hall, 144 So. Main St.; *Baseball*, 'Sandlot' and 'Twilight' Leagues, municipal parks; *Hockey*, regular schedule, R.I. Auditorium, 1111 No. Main St. *College and Scholastic Sports:* *Football, Baseball, Track*, at fields connected with the institutions.

Professional Sports: *Boxing*, regular schedule, Infantry Hall, 144 S. Main St.; *Hockey*, regular schedule, 'The Rhode Island Reds,' R.I. Auditorium, 1111 No. Main St.; *Wrestling*, Heavy Weight Division, regular schedule, R.I. Auditorium, 1111 No. Main St.; Light Weight Division, Infantry Hall, 144 S. Main St.

Swimming: Various beaches on both sides of Narragansett Bay within easy driving distance.

Golf: Municipal course, Triggs Memorial Park, Chalkstone Ave., 18 holes, green fees 50¢ weekdays, 75¢ Sat., Sun., and holidays.

Bridle paths: Blackstone Park, west side of Seekonk River; Obadiah Brown Playground, Chalkstone Ave.; Canada Pond Reservation; Roger Williams Park.

Boating: Roger Williams Park.

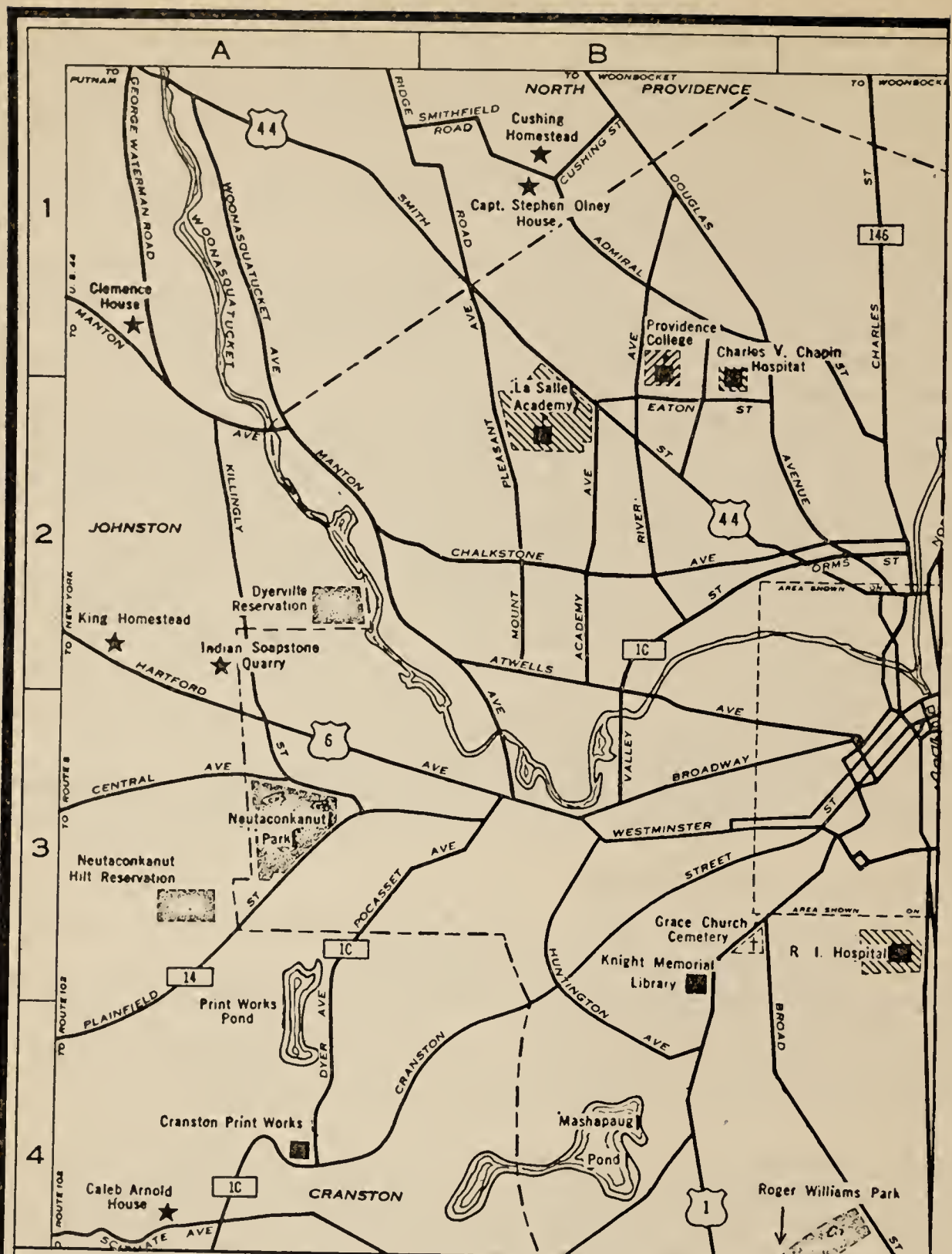
Annual Events: Interscholastic Sports: Annual interscholastic track and field meet, Memorial Day, Brown University stadium.

Golf: Course tournament in June, R.I. Public Links tournament in July, Triggs Memorial Park, Chalkstone Ave.

Music: Providence Festival Chorus, one concert in December at Metropolitan Theater, 9 Chestnut St., one concert in June at Benedict Memorial, Roger Williams Park.

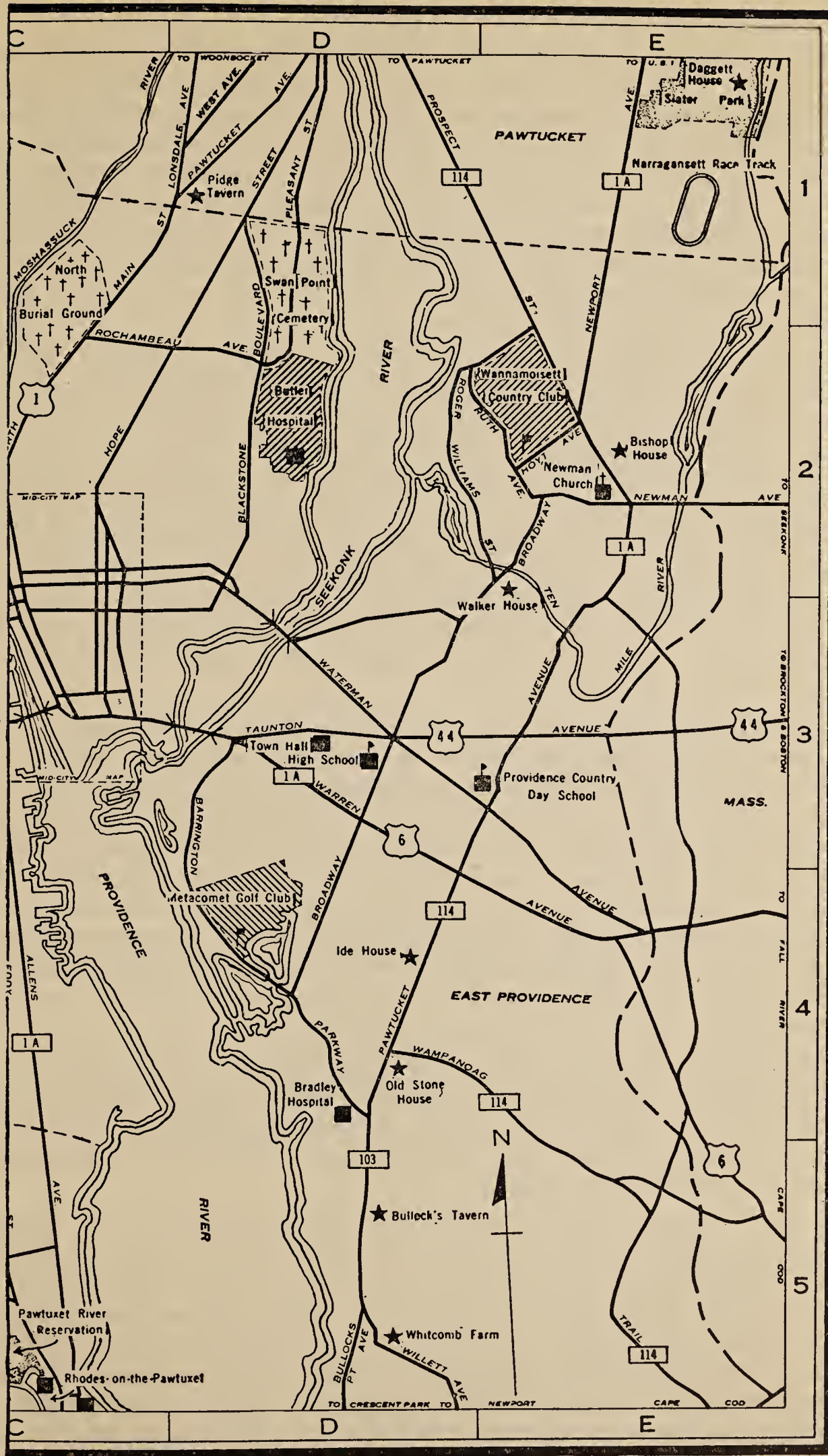
Guides to Current Events: *Brown University Bulletin*, published weekly by the University during the school year. All University and major civic events. *Calendar of Art Events*, published monthly except July, August, and September by the Community Art Projects, 44 Benevolent St. Lists all significant art events in Providence and throughout New England. June issue includes all summer exhibits. *Providence Public Library*, Information Desk, corner Washington and Greene Sts., keeps file of all coming and current events. *What's Going on Today*, daily in *Providence Journal*. *What's Going on Tonight*, daily in *Providence Evening Bulletin*.

PROVIDENCE today is an agglomeration of contrasting and often antagonistic regions and influences. Compact to the point of overcrowding in the business section and to the east a short distance over College Hill, the city sprawls without apparent logic or plan to the west, north, and south; yet no region is more than fifteen minutes' ride from the center, and 'to go into the city' means to everyone — whatever his neighborhood, occupation, or interests — to go into the district radiating



METROPOLITAN PROVIDENCE POINTS OF INTEREST 1937

- | | | |
|--------------------------------|------------------------------------|-----------------------------------|
| Caleb Arnold House A 4 | King Homestead A 2 | Pidge Tavern D 1 |
| Bishop House E 2 | Knight Memorial Library B 3 | Providence College B 1 |
| Bradley Hospital D 4 | La Salle Academy B 2 | Providence Country Day School E 3 |
| Bullock's Tavern D 5 | Metacomet Golf Club D 4 | Rhode Island Hospital C 3 |
| Butler Hospital D 2 | Narragansett Race Track E 1 | Rhode Island Yacht Club C 5 |
| Charles V. Chapin Hospital B 1 | Neutaconkanut Hill Reservation A 3 | Rhodes-on-the-Pawtuxet C 5 |
| City Hall B 5 | Neutaconkanut Park A 3 | Roger Williams Park C 5 |
| Clemence House A 1 | Newman Church E 2 | Slater Park E 1 |
| Cranston Print Works A 4 | North Burial Ground C 1 | Swan Point Cemetery D 1 |
| Cushing Homestead B 1 | Old Stone House D 4 | Town Hall D 3 |
| Daggett House E 1 | Captain Stephen Olney House B 1 | Walker House E 2 |
| Dyerville Reservation A 2 | Pawtuxet River Reservation C 5 | Wannamoissett Country Club E 2 |
| Grace Church B 3 | | Whitcomb Farm D 5 |
| High School D 3 | | |
| Ide House D 4 | | |
| Indian Soapstone Quarry A 2 | | |



a few blocks from the intersection of Westminster and Dorrance Streets. This region is without definitely segregated districts devoted to special activities. There is no real financial district, although most of the banks, brokers' offices, and insurance companies lie east of Dorrance Street. The larger area to the west of Dorrance Street is known as the shopping district. The city is not large enough to support 'exclusive' blocks; the entire shopping area contains perhaps three or four high-priced establishments, but otherwise a great number of one-price and cut-rate stores. The department stores cater to all conditions of purse, striking a broad middle average in quality and price.

An area so concentrated as this one is filled during the business day with a great variety of peoples. A random stroll up Westminster Street — past the principal banks, a bookstore, an elaborate pharmacy and two chain drugstores, a haberdashery, a 'five and ten' block, past restaurants, shoe stores, dress shops, and the department store whose sidewalk clock is a popular rendezvous — presents an indescribable mixture of faces, complexions, attires, and manners of speech. Two solid-looking men may be overheard conversing in a pure Lancashire dialect, and two young ladies behind them may be speaking in Canadian-French. One may overhear the accent of a Boston Brahmin, or of a New Yorker; but it is unlikely that a 'pure Providence' tongue will be encountered, because there 'ain't no such animal.'

Gradations of wealth are common in all large cities; in this respect Providence is a little unusual because it contains the widespread wealth of a diversified-industry city plus the concentrated wealth of a single-industry town. It is both mid-western and feudal. Its industries include the manufacture of machine tools, wire, boilers, files, screws, mechanical pencils, ring travelers, precision instruments, toys, mattresses, underwear, and jewelry — but there remains the textile dynasty, which still holds ascendancy. Tangible evidence of the dynasty lies in the magnificent palaces on the city's East Side; the intangible evidence lies in a spirit of conservatism which, to visitors from more venturesome parts of the Union, is a noticeable characteristic of the city and its people.

Providence is built on three hills. The most important of these is Prospect or College Hill, rising steeply from the eastern border of the business district. Around the foot and along the sides of this hill the early settlement of Providence was made, and here today are the city's most memorable historic sites and houses.

The old city began at the confluence of the Woonasquatucket and Moshassuck Rivers, the former flowing from the west, the latter from the north. Their combined waters are called the Providence River, which flows directly into the head of Narragansett Bay. That part of the river along the foot of College Hill is now so walled up and covered over as to be an underground canal, with a sluggish and very odorous current. There is little about this south end of the Moshassuck to suggest to the uninitiated that here once flowed 'The Great Salt River,' a waterway of prime importance in the Commercial development of Providence.

The appearance of the city today is that of a community which has undergone three successive stages of development. The agricultural character of the early settlement gave way in the eighteenth century to shipping enterprises which filled the waterways with tall-masted India-men. By the middle of the nineteenth century the eminent position of shipping was usurped by the industrialism characteristic of modern Providence. In like manner the simple homes of the first settlers were nearly all torn down to make room for the mansions of the shipping merchants. Many of the latter, in turn, were converted into offices for industrial enterprise or supplanted by modern buildings. Here and there, however, fascinating relics of the early settlement survive, especially along old Towne Street, now Main Street, which runs along the east bank of the river, from Rosemary Lane, now College Street, to the North Burial Ground. From the hill above, many stately Colonial dwellings look out over the rush and excitement of the modern city; and many of the downtown streets, following their ancient courses, express the leisure and intimacy of earlier centuries, when the curve was not an impediment to traffic and great spaces were not necessary. The present-day visitor to Providence cannot fail to notice the short streets that can be taken in at a glance, and whose ends frame a glimpse of another street, or of an obliquely placed building on another lane.

The early history of Providence is so closely allied to the early history of Rhode Island that this article should be read in conjunction with that on Colonial settlement (*see History*). The city was founded in 1636 by Roger Williams. The misadventures that he had experienced in searching for a place where he could practice his religious and civil convictions were nearly at an end when in June of that year he abandoned the abortive settlement in the present East Providence and started paddling a canoe down the Seekonk River. As the canoe passed along, an Indian standing on a large rock on the west bank hailed the pioneer with the now famous greeting, 'What cheer, Netop [friend]?' There is a tradition that Williams landed at this point, but it is more likely that he merely exchanged greetings with the friendly native, moved on around Fox Point, and paddled up Great Salt River to the junction of the Woonasquatucket and the Moshassuck. It was around this point, near a fresh and copious spring, that Williams founded the new settlement. With him in his venture were five companions, William Harris, John Smith, Francis Wickes, Joshua Verein, and Thomas Angell, all of them, like Williams, dissenters from the strict churchly practices of Massachusetts Bay.

Availing himself of a knowledge of the Indian tongue, and relying on his previous reputation for friendliness, Williams secured from Canonicus and Miantonomi, chiefs of the Narragansett tribe, an oral grant of 'the lands and meadows along the two fresh rivers called Moshassuck and Woonasquatucket.' A formal deed to this plot was gained in March, 1638. The name chosen for the settlement, as well as an expression of the fundamental social principle on which it was founded, is contained in a statement by Roger Williams; he wrote, 'Having of a sense of God's merciful

providence unto me called this place Providence, I desired it might be for a shelter for persons distressed for conscience.' The piety expressed in the naming of the settlement has been carried on in many of the street names, such as Hope, Benevolent, Benefit, Peace, Faith, and Friendship. Home lots were laid out, and as new arrivals came to the settlement at the head of Narragansett Bay, a lot was granted to each one provided that he met with the approval of the community at large. The home lots extended from Towne Street up and over Prospect or College Hill and back to the road then known as 'the highway,' now Hope Street. The early buildings were one-room structures of rough-hewn timbers, having an end chimney and thatched or shingled roofs. Interior conveniences such as chairs and cooking utensils were few and crude. Food was none too plentiful at first; tradition relates that a boiled bass served without trimmings of any kind was often considered a feast. Wells were dug in the street, any one of which might be used by several families. Orchards were planted and in the middle of them was later placed the family burial plot. In 1664 there were about fifty of these homesteads extending along Towne Street from present Olney Street to Fox Point.

In addition to a home lot, each townsman was granted an acreage of pasture. There was some fishing and fur-trading, but agriculture was the chief pursuit. In 1646 a sort of communal gristmill was established by John Smith; on certain days of the week Smith was obliged to receive and grind grain for his fellow townsmen, one-sixteenth of which became his own. His mill stood near the present intersection of Mill and North Main Streets, and near-by sprang up a tannery, a cattle pound, the first bridge, a jail, and the inevitable tavern.

The inns or taverns, of which there came to be a good number, were very important in the life of the early community, and they offered an air of exhilarating conviviality that occasionally led to ill repute. Townsmen convened at the inns to conduct business, to exchange news, to gossip, and to hold public meetings. Listed among the proprietors of these establishments are men who were serving simultaneously as justices, tax-collectors, and the like, some of whom gained eminent reputations in Colonial politics and society. During the Revolution the taverns were meeting-places for organizations such as the Sons of Liberty when they convened to hatch up the plots against British law, which gave Providence an enviable reputation in the history of American independence.

At the time of King Philip's War, in 1676, the town of Providence had grown to a population of 1000. Many citizens engaged in the fighting, while Roger Williams barricaded the home of William Field for the protection of women and children. In March, 1676, a band of Indians descended on the town and twenty-nine of its seventy-five houses were burned (*see Indians*). Among these was the home of John Smith, the miller, and town clerk. In order to save the town records from burning, he threw them into the Moshassuck River by his mill. All but eighty-five pages were preserved, and are now stored in a vault in the Providence City Hall.

In 1680 occurred an event that heralded the great period of commercial prosperity into which the city was about to enter. In that year Pardon Tillinghast built the first Providence wharf, a small beginning but one destined to convert the city from a simple agrarian hamlet to a commercial center of first rank. The rum-slave-molasses trade, privateering, and miscellaneous traffic with remote ports-of-call, brought great wealth to Providence merchants and romantic adventures to her seagoing sons. When commercial prosperity reached its peak in the late eighteenth and early nineteenth centuries, Providence flourished socially and culturally as well as economically. The four Brown brothers, John, Joseph, Nicholas, and Moses, were the town's leading merchants and citizens. They, in company with such men as Colonel Joseph Nightingale, Thomas Poynton Ives, and John Corlis, built magnificent mansions on the hill and filled them with art treasures from the far-flung ports to which their vessels penetrated. They took part in the establishment of schools and churches. Joseph Brown was not only an amateur architect of remarkable ability but also a professor of Experimental Philosophy at the college crowning the hill, where his brother Nicholas endowed a chair of Oratory and Belles-Lettres in 1804. Moses Brown donated land to a Quaker school that later adopted his name.

The years just prior to the Revolution were full of excitement, social as well as political. In 1762, William Goddard established the first newspaper, the *Providence Gazette and Country Journal*. Stephen Hopkins, ten times chief executive of the Colony and one of its most distinguished citizens, published in Goddard's paper in 1764 the 'Right of Colonies Examined.' In the 1760's an attempt was made to establish a theater, but after a brief life the 'Histrionic Academy' was forced to close its doors. A permanent theater was finally established in 1790 at the corner of Westminster and Mathewson Streets, where Grace Church now stands. On its curtain, now preserved in the museum of the Rhode Island Historical Society, was painted the legend, 'Pleasure the means; the end virtue.'

In 1770, Rhode Island College (Brown University), established at Warren in 1765, moved to Providence (*see Education*). It is said that prior to this time, few people in Providence were able to read and write. Teachers were few. There were a few private schools where sons of the elect could go, but as soon as they could read the Bible, write, and do a sum in three, they were prepared to enter business, and usually did.

The Market House, which stands in Market Square and is at present used by the Chamber of Commerce, was built in 1773. Two years later the First Baptist Meeting-House was erected, part of the cost being defrayed by a lottery.

During the pre-Revolutionary period, when England's policies were threatening the prosperity of the Colonies and interfering with their commercial and political freedom, Providence had much at stake, and she engaged in several acts of rebellion. In 1772, a group of leading citizens, including John Brown and Samuel Whipple, plotted the burning of

the 'Gaspee,' a British revenue vessel which had run aground in Narragansett Bay off the present Gaspee Point in Warwick (*see Tour 1*). On March 2, 1775, the city followed Boston's example and held its own tea party. The Providence event was not a closed affair as Boston's had been — the whole town was invited to attend. A large pile of tea was heaped up in Market Square, a barrel of tar was poured over it to insure a good blaze, and the pyre was crowned with a copy of one of Lord North's speeches. One patriot went up and down Towne Street painting out the word 'tea' from shop signs, and housewives who persisted in their favorite tippie were compelled to take it in secret to avoid estrangement from their husbands. On May 4, 1776, the Rhode Island Independence Act (*see History*) was signed in the Old State House and read to the townsmen from Jabez Bowen's balcony on Market Square — a point from which, sixteen years before, the accession of George III had been proclaimed.

During the Revolution, Providence contributed to the common cause money, ships, and men — there were 2000 under arms in 1775 — but no fighting took place here. Forts were erected in the vicinity of Robin Hill, and at the highest point on Prospect Hill a beacon was posted to warn of British approach. Before and after the siege of Yorktown, French troops under command of Count de Rochambeau were quartered in the 'College Edifice,' now University Hall of Brown University.

Among the gala occasions enjoyed by the Providence citizens during this period were two visits from George Washington, one during the Revolution and one in 1790, when he was President of the United States and was given an honorary degree at Rhode Island College. The second visit marked a diplomatic ending to Rhode Island's perverse conduct in long refusing to ratify the Federal Constitution. In 1824, the city turned out to greet General Lafayette on his sentimental journey through the nation he had done so much for in its war for independence.

After the Revolution and the eventual return of prosperity, Providence commercial enterprises expanded. British occupation had left Newport crippled. In 1790, it became necessary to dredge the Providence harbor to accommodate vessels of larger draft, and despite the difficulties encountered because of decreased revenue and an embargo, commercial development reached its peak. A record of March 4, 1814, states that there were approximately 140 vessels tied up at the wharves. Because the War of 1812 was still being waged, this figure approximately represents the number of vessels which made Providence their home port.

In 1815 occurred 'the Great Gale,' a storm and flood that devastated much property and cost the town more than a million dollars. At that time the Moshassuck River was much wider than it is now, and the land lying approximately between present Exchange Place and the new State House was a great cove where the townspeople fished and sailed. In September, just after the sun crossed the line of the autumnal equinox, a wind from the southwest blew up with such violence that the tide rose ten or twelve feet higher than the spring tide peak. The lower streets of the town were flooded, and the rush of water demolished houses and other

buildings. According to a contemporary report, thirty-five sail piled up at the head of the Cove. Ships anchored below Weybosset Bridge broke their moorings and carried the bridge away as they rushed in on the tide. Vessels invaded the streets, and the third-story wall of a building on the west side of Market Square was pushed in by the bowsprit of the ship 'Ganges.' Pleasant Street in North Providence became 'the anchorage of a burthensome sloop.' After the storm had subsided, citizens returning to their homes on Westminster and Weybosset Streets found furniture and other property swept away, and in their stead 'a deposit of filth and fish.'

Providence recovered quickly from this catastrophe. The industrial era, instituted by Samuel Slater's textile mill a few miles north in Pawtucket, had already begun in 1790. Between that year and 1820 the city's population increased from 6380 to 11,745 — an increase that was to pyramid itself later in the nineteenth century when industrialism reached its full-grown stride.

In 1828, the Arcade was built. This was an imposing addition to the growing city and a forerunner of the many large buildings that have taken the place of former homes along Westminster and Weybosset Streets. Three years later, in November, 1831, the city was incorporated. According to the charter adopted at that time, the government of the City of Providence was to consist of a Mayor, a Board of Aldermen, and a Common Council. This is substantially the same as the present government, although the original six wards have increased to thirteen. Each ward is entitled to one alderman and three councilmen.

With the exception of a few riots between sailors and Negroes, nothing occurred to disturb the peace of the new city until the Dorr Rebellion in 1842 (*see History*), and the Civil War in 1861. In the latter, Providence was enthusiastically in favor of the Union. Her most distinguished soldier in the conflict was Ambrose E. Burnside (*see BRISTOL*).

By the time of the Civil War, commerce had been almost completely displaced by the industrialism that constitutes the city's present economic foundation. Textile and jewelry industries, with their affiliates, played the most outstanding rôles in this change (*see Industry*). As early as 1835 a factory-mutual insurance system had been established, the first of its kind in the country. In 1856, Cullen Whipple, of Providence, obtained a patent for the first machine to make pointed screws. Banks, insurance companies, and improved transportation facilities supported industrial development. Large numbers of foreign-born immigrants, chiefly Italian, Swedish, Portuguese, and French-Canadian, moved in to supply labor for shop and mill (*see Foreign Groups*). These and other incoming nationalities have usually grouped themselves in special sections of the city from which each has offered its own distinctive contributions to the life of the community at large. For a long time nearly all these groups were unassimilated, but now that the older generations are being supplanted by their native-born progeny, an increasing homogeneity is apparent. Notable exceptions to this are the Portuguese, who are divided among

themselves into groups which do not intermingle, and the French-Canadians who, by virtue of their speech, religion, and sense of racial solidarity, are inclined to resist Americanization as they for so many years resisted Anglicization.

The Italians — there are over 50,000 either foreign-born or second-generation Italians — stand out notably both by number and activity in city affairs. The largest settlement is in the Federal Hill area, bounded approximately by Broadway, Tobey, West Exchange and Aborn Streets, where at least half of the Italian population lives and works. They have functioned as laborers, shop and stand keepers, cobblers, barbers, and the like. At present there is an increasing number graduating from colleges and entering professions. All but about 2 per cent are of the Catholic faith. It is estimated that Italians have about \$20,000,000 in Providence banks. The Federal Hill Market area around Balbo Avenue offers an Old World atmosphere, especially at night. Along the streets are carts piled high with fruits and vegetables. Indoors are displays of cheeses, meat and fish cured in the Italian manner, olive oil, a wide variety of typical farinaceous products, and all manner of other foodstuffs pleasing to the Italian palate. Shrill cries, excited crowds, mingled odors and color, above which occasionally arises the whine of a grind organ, render this gustatory paradise an exciting experience for those who enjoy the more vivid aspects of human activity.

As Providence industrialism progressed, greater attention to social conditions became imperative. Hospitals were established, and agencies for the promotion of education and health were set in motion. In 1934 more than \$8,000,000 was spent on social service in the city, 51 per cent for family welfare and relief, 10 per cent for child care, 33 per cent for public health and the organized care of the sick, including mental hygiene, and about 6 per cent for recreational and group work. Governmentally supported services contributed 68 per cent of the grand total, the balance being supplied chiefly through private donations.

With the influx of foreign elements, the population of Providence increased rapidly, from 11,767 in 1820 to 50,666 in 1860, to 175,597 in 1900, and to 252,981 in 1930. Extensive alterations took place in the physical appearance of the city. The new State House on Smith Hill, completed in 1900, not only changed the city's aspect, but signified that Providence, by a constitutional amendment adopted in November of that year, had become capital of the State. By this time the Cove had been filled in and had disappeared. Residential sections spread out to the farthest limits of the city and surrounding areas. Large office buildings were erected, the latest and finest being the New Industrial Trust Building which at night sends a beam of light far out over the waters of Narragansett Bay where H.M.S. 'Gaspee' once went disastrously aground, and where the roadstead was formerly full of tall sailing ships returning with wealth from Honduras, Guadeloupe, and Canton.

TOUR 1 — 1 m.

PROVIDENCE, because its historic and business districts are so compact, is most conveniently seen on foot. This tour covers the historic northeastern region, including the oldest part of the city; it begins at the Providence County Courthouse, whose S. Main St. entrance is on the site of the city's 18th-century shipping center. The river bank was once much closer to this point than it is now, and when sea trade was at its height this region was a 'forest of masts.'

For convenience the tour begins at narrow Hopkins St. which descends the hill by the south side of the Courthouse.

N. from Hopkins St. on S. Main St.

1. The *Providence County Courthouse*, 30 S. Main St., was dedicated in 1933. It houses the State Supreme Court as well as six Superior Courts, and the offices of the Attorney-General and other legal functionaries. The northeast section of the site was occupied by the former Superior Courthouse and, still earlier (1723-1860), by the old 'Towne House.' When construction was begun on the present building in 1927, this part of S. Main St. was a narrow one-way thoroughfare and the space now covered with a broad lawn was occupied by a row of three-and-a-half-story buildings containing wholesale fruit markets.

The Courthouse is constructed of red brick with limestone trim, and is a modern adaptation of Early Republican architecture. In the late eighteenth century no building of such tremendous size as this would have been considered practical, nor could an eight-story building have been constructed in the days of wooden beams and framework. Designed by Jackson, Robertson and Adams of Providence, this towered and gabled structure covers an entire city block, and its plan is well adapted to a steep hillside plot. A secondary entrance, on Benefit St., is at the fifth floor level. Projecting wings at each end, connected by two arcaded entrances and a Corinthian colonnade, form a forecourt. Pediments on the wings, suggestive of gable ends, rise in three successive stages — a motif that is repeated in the central section in front of the tower. The building not only rises with the hill, but its entire mass is given a sense of balance by the lofty square tower which, rising in four square stages to a slender octagonal cupola, is the dominant feature of the exterior. The third stage, surrounded by a balustrade, has a clock on each side. The formal arrangement of windows in the gable ends is monumental in effect. The large central windows, flanked by slender pilasters and crowned with a semicircular heading, are further emphasized by projecting balconies. The uppermost tier of windows in the façade, for the sake of lightness and balance, is doubled in height, the windows being arched at the top and divided in the middle by pediments set in panels. The fine central doorway, with its segmental pediment supported by engaged Roman

Doric columns, is unfortunately obscured by the front colonnade. The interior is modern and furnished in tasteful simplicity.

North of the Courthouse, S. Main St. becomes, for about a block and a half, *Market Square*. The name not only applies to this small section of the street, but to the area on its west side, extending to Canal St., and to the short street just north of the Old Market House (*see below*).

2. Abutting Market Square on the east, with its main entrance at 14 College St., is the *Rhode Island School of Design*. The high caliber of the work of this school is recognized throughout the world of art and handicraft. It was incorporated in 1877 and classes were begun in 1878, with its first quarters in the Hoppin-Homestead Building at 357 Westminster St. In 1895 the school was moved to a new building on Waterman St., and its quarters have since been substantially enlarged. Except for the Providence Washington Insurance and People's Bank buildings, the school and its museums occupy the entire block bounded by N. Main, Benefit, College, and Waterman Streets. The Helen Adelia Rowe Metcalf Building, which flanks the entire lower half of College Hill, was completed in 1937. Designed by Jackson, Robertson and Adams, who also designed the Providence County Courthouse across the street, its architecture harmonizes with that of the other structure. The School of Design Building, unlike the Courthouse, rises on the hill in a number of separate units, and its decoration is more conservative.

Originally founded for the teaching of textile design, the school still offers courses pertaining to Rhode Island industry, covering the entire fields of textile, jewelry, and machinery design. The curriculum also includes complete courses in the fine and graphic arts, costume design, interior decorating, and similar subjects; evening extension courses are offered throughout the school year.

The western end of the building is part of the *Old Franklin House*, a four-story brick structure erected in 1823, that for many years served as a famous hostelry; the lower floors were later converted into stores while the upper fulfilled various functions, at one time being a dormitory for Brown University students. The original west end, as well as the old entrance to the stable yard a short distance up College St. hill, have been incorporated in the new school building.

3. The *Old Market House* (L), center of Market Square, was begun in 1773 to provide a place for farmers to congregate and sell their products. The arched windows on the first floor once formed an open arcade where teams could drive in. The second floor has served variously as a banquet hall, sleeping quarters for French soldiers, and as the office of Samuel W. Bridgham, first Mayor of Providence. Tablets on the building commemorate two historic events: the Providence Tea Party on March 2, 1775, when the townspeople burned a large consignment of English tea, and the Great Gale of 1815, the September 'line storm' that hoisted the river above the first floor.

The third story was added in 1797 by the St. John's Lodge of Free and

Accepted Masons, which had been established at Providence in 1757 and held its meetings at various taverns, private homes, and in the Council Chamber of the old State House on N. Main St. (*see No. 17*). In accordance with provisions of the original deed, the premises were sold to the City of Providence in 1853 at the 'then value' of \$3550. Members of the lodge included many of the town's leading citizens, such as John Brown, Jabez Bowen, William Barton, and others. Thomas Smith Webb, famous as the author of 'The Freemason's Monitor, or Illustrations of Masonry,' and founder of the American system of chapter and encampment Masonry, was a member of the lodge during his residence in Providence; after his death in 1819 at Cleveland, Ohio, his remains were brought here and given a Masonic ceremony in the North Burial Ground on N. Main St.

Joseph Brown, who designed many Providence buildings and contributed to others, collaborated on the design of this structure with Stephen Hopkins. It is severely simple in line and mass, having a nicely proportioned parapet with balustraded openings over the windows, and an unusual use of brick in the cornice for a double dentil course.

4. At 20 Market Square is the *Site of the Jabez Bowen House*. Built in 1745 by Daniel Abbott, it later became the property of Jabez Bowen, a native of Providence who took a remarkably active part in city and State affairs from his graduation at Yale in 1757 to his death in 1815. An original member of the Board of Fellows of Rhode Island College, he succeeded Stephen Hopkins as Chancellor in 1785. He was one of the three amateur astronomers who observed the transit of Venus in 1769 (*see No. 81*). His public career included membership in the Town Council, 1773-75, service as Major and later Colonel in the State militia, 1774-77, as a Justice of the Superior Court in 1776 and Chief Justice in 1781; with the exception of one year he was Deputy Governor from 1778 to 1786, a delegate to the Annapolis convention in 1786, a member of the State Convention which ratified the Federal Constitution in 1790, and Loan Commissioner during Washington's two terms.

From the balcony of this house were proclaimed the accession of George III and the Declaration of Independence, and George Washington was entertained here March 13-14, 1781. The house became the Manufacturers' Hotel after Bowen's death and was replaced by the present building in 1850.

At NE. corner of Market Square, N. Main St. begins.

5. *Cheapside*, 28-32 N. Main St., a four-story brick building containing stores and offices, was erected in the late 1870's. Its name is the last survival of the fashionable Colonial shopping district on North Main St. between Market Square and Waterman St. The name was derived from the section by that name in London.

6. *East Side Electric Car Tunnel*, cor. N. Main and Waterman Sts., was completed in 1914 to replace the counter-weighted 'grip' cars which ran up and down College Hill.

7. The *Site of the Roger Williams Meeting-Place*, N. Main St. at entrance to street-car tunnel, where Roger Williams was accustomed to address his fellow townsmen, is indicated by a bronze tablet.
8. The *First Baptist Meeting-House*, N. Main St. bet. Waterman and Thomas Sts., is architecturally and historically one of the most famous buildings in New England. Its tall, white spire rises now amid a conglomeration of later structures, but its wide lawns and elevated site still suggest the crowning position it held in early Providence. Joseph Brown — merchant, astronomer, philosopher, and one of Rhode Island's famous amateur architects — designed the building, and the construction was supervised by James Sumner of Boston. The spire, rising from its base above the clock tower, is the only part of the building not original, for its design was copied from a plan made by James Gibbs, an English architect whose 'Book of Architecture . . . , Designs . . . Ornaments' was in the possession of Joseph Brown. It remains a remarkable piece of workmanship, a tribute to Brown's taste and Sumner's ability. The first stage is square and open, adorned with coupled Ionic pilasters with arched opening, entablature, and pediment on each side while the octagonal second and third stages have arched windows and are adorned with Corinthian pilasters. Vase ornaments at the angles, proportionally smaller at each stage, minimize the effect of the set-backs. The proportionate height of the stages and their transition from square to octagon is very ably treated.

The spire rests on a projecting square tower with a modillioned cornice and wooden quoins at the corners like those of the main structure. A slightly projecting pedimented pavilion, at the base of the tower, with a small pedimented portico, forms the entrance motif in the west end, the principal façade. Above the Doric portico is a palladian window of rather stilted proportions. The body of the building is 80 feet square, and has the unusual feature of two tiers of round-headed windows. The roof is low-pitched and the aspect of the building, because of its squareness, is one of comfort, spaciousness, and great dignity. The all-white interior is trimmed in wood. The vaulted ceiling, five bays in length, is supported by two rows of fluted Tuscan columns.

The church was built by the first Baptist society in America (founded in 1639). In 1775 the Reverend James Manning, lately come to Providence as head of the institution later to be called Brown University, consented to preach to this congregation and plans were immediately set afoot to erect a building 'for the publick worship of Almighty God; and also for holding Commencement in,' a dual function which it has fulfilled ever since. Steeples with bells were frowned upon by the Baptist fellowship in 1775, but the Providence congregation erected one nevertheless. In the steeple hung a bell bearing this inscription:

'For freedom of conscience the town was first planted,
Persuasion not force, was used by the people:
This church is the eldest and has not recanted,
Enjoying and granting bell, temple and steeple.'

The original bell, four inches thick, is still in use although it has been recast several times.

During the Great Gale of 1815, when lesser structures were swept away, this sturdy church edifice held firm; the tall spire 'wavered and bent to the blast, but it fell not.' Some modifications have been made, such as the installation of an organ in a rear balcony formerly occupied by slaves, but such changes are few and great care has been taken in the building's preservation.

R. from N. Main St. on Thomas St.

This street, one block long, can be considered the artistic center of Providence.

9. The *Fleur de Lys Building*, 7 Thomas St., was erected in 1886 by Sidney R. Burleigh, known as the 'Dean of Rhode Island Artists' until his death in 1929; it was designed by Edmund R. Willson, one of the city's leading architects. Its design is freely adapted from the 17th-century Norman and Breton style of architecture, and is a good example of the half-timbered type. The unique decorations in the wood and stucco are the work of Mr. Burleigh. The building is given over entirely to studios.

10. The *Deacon Edward Taylor House*, 9 Thomas St., was built about 1790 by Edward Taylor, a deacon of the First Congregational Church. It is a three-and-a-half story structure with interior end chimneys and an exceptionally steep gable roof that emphasizes the building's height. It remained in the family for many years and was later used by the Pen and Pencil Club of Rhode Island. Workmen making alterations in the late 19th century declared that it contained the finest Colonial carpentry they had ever seen. It is now the headquarters for the Community School of Music.

11. The *Providence Art Club* (*open weekdays 10-6, Sun. 12-6, free*), 11 Thomas St., occupies this brick house, its quarters extending across the Palladian-windowed archway to the upper stories of the adjoining frame house. The latter, with a market now on its lower floor, was built by Seril Dodge in 1787 and sold shortly thereafter to John and Nicholas Brown. Dodge then built the three-story brick structure on the adjoining lot in 1793. It is much less pretentious in size than the earlier house. The hip roof, broken by a four-sided tier of full-length windows, was constructed in the 1880's to allow sufficient light for the club's gallery. Organized in 1880, the club has two kinds of membership, lay and artist, the former being limited to 400, the latter unlimited but contingent upon ability. In the same building is the headquarters of the Providence Water Color Club, organized in 1896, a group interested in water colors, pastels, drawings, and prints. In addition to having a permanent display of paintings, the club opens its galleries from October to June for exhibitions by its members and others. In this house Seril Dodge, and his brother, Nehemiah, began the great Rhode Island silverware industry (*see Industry*).

Retrace on Thomas St., crossing N. Main St. into Steeple St.

12. At the corner of Steeple and Canal Sts. is the *Site of the Clarke and Nightingale Dock*, from which point the famous ship 'Providence' sailed for China and the East Indies in 1773.

Retrace on Steeple St., L. on N. Main St.

13. The *Joseph Russell House*, 116 N. Main St., was originally three stories high but has been raised to admit a store on the ground floor. The original structure is virtually intact, with none of its features disturbed. It is of brick, square in plan with a low-hipped early monitor roof and a doorway with segmental pediment supported by engaged Corinthian columns. On the south side is a semicircular bay, a later addition. The present color scheme, yellow with brown trim, does not set the house off to advantage. It was erected in 1773 by Joseph Russell, a merchant later engaged in the China trade. During the stay of the French army in Providence, Count de Chastellux was billeted here. Washington gave him permission to travel at will through the Colonies, and he later wrote a book called 'Travels in North America,' recording his observations.

R. from N. Main St. on Meeting St.

14. The '*Shakespeare's Head*' House, 21 Meeting St., offers little at present to indicate that it was once one of the most important buildings in Providence. Square in plan, three stories in height with a low-hipped roof and a large square central chimney, the structure retains its grandeur of dimension, but is otherwise in disrepair. Built in 1763, it was used by William Goddard as the print shop for the *Providence Gazette and Country Journal*, the first Providence newspaper. John Carter, who came to Providence in 1767 after serving an apprenticeship in printing under Benjamin Franklin, took over the paper. When Franklin became Postmaster-General he appointed Carter as the postmaster of Providence, a position which he filled for 20 years, using this house as the post office. Stationery and books were on sale as well, and the sign of 'Shakespeare's Head' atop a pole advertised this latter function. The house was a favorite meeting-place for influential citizens of the early town. There is also a tradition that it was once an 'underground station' for runaway slaves.

15. The *Brick School House*, 24 Meeting St., was erected in 1769; during the Revolution it was used as a storage place for munitions. In 1800 one of the first free public schools in the United States was instituted in this building. It was enlarged in 1850, and for many years was used as a school for Negroes. In 1908 it housed the activities of the first fresh air school in the country, a function which it continues to fulfill.

Retrace to N. Main St., R. on N. Main St.

16. The *Friends Meeting-House* (not open), cor. of N. Main and Meeting Sts., was erected in 1844-45 to replace the older Friends Meeting-House which was moved at that time to Hope St. (see No. 98). The stables at

the side of the present building are a relic of the time when members came to church in carriages.

17. The *Old State House* overlooks N. Main St. above a broad lawn between N. and S. Court Sts. When the Old Colony House burned down in 1758, this famous building was erected to take its place and from its opening in 1762 until 1900, when the New State House was dedicated, it was used as a meeting-place for the General Assembly. Here on May 4, 1776, the Rhode Island Independence Act was passed which declared the Colony free from English dominion two months before the Declaration of Independence in Philadelphia. Many famous people, including Washington, Jefferson, Lafayette, and John Adams, were received in this building. On the front lawn, formerly known as the Mall, once stood a whipping post.

The old part of the structure is of brick with a peculiar dark brown 'weathered' hue, laid in Flemish bond. The extreme angles of the rusticated stones over the windows are unusual. The building is trimmed in sandstone, and the projecting front entrance and tower, built in 1850-51 (the same year in which the rear wing was added), have stone corner quoins; the pediment of the doorway is supported by two rusticated sandstone columns.

18. The *Site of the Pillory*, is near the SW. cor. of N. Main and Haymarket Sts. Although the use of the pillory as punishment for civil offenses was discontinued early in Colonial history, one stood here as late as 1837.

R. from N. Main St. on N. Court St.

19. The *Samuel Bridgham House*, 42 N. Court St., is a two-and-a-half-story Georgian Colonial house once occupied by Samuel W. Bridgham, the first mayor of Providence, and it was here that his inauguration took place in 1832. Of the usual five-bay width, it has a gable roof and two end chimneys. The doorway has a triangular pediment supported by Ionic pilasters. A two-bayed addition on the east end has spoiled the symmetry of the house. It was built about 1790, and originally stood at the corner of N. Main and N. Court Sts.

Retrace on N. Court St., R. on N. Main St.

20. The *Site of the Roger Williams House* is at the rear of 235 N. Main St. At the time of its founding, the town of Providence extended from William Arnold's house, a little north of the present corner of N. Main and Star Streets, south to William Harris' house, near the present corner of N. Main and Cady Streets. Roger Williams' house was near the center. The cellar of the house was excavated, measured and photographed in 1906, and on the house at the corner of North Main and Howard Streets the State has erected a tablet reading, 'A few rods east of this spot stood the house of Roger Williams, founder of Providence, 1636.'

21. The *Roger Williams Spring*, 242 N. Main St., is memorialized by the tradition that Roger Williams and his followers landed here in June, 1636, to utilize its fresh and clear water. According to a Proprietors' Grant

of 1721 'liberty is reserved for the inhabitants to fetch water at this spring forever.' In 1869 the spring was walled up and a pump placed on Canal St. A building was erected over the site but was torn down in 1928 when Justice J. Jerome Hahn donated the land as a public park in memory of his father. The present terrace, well-curb, and steps were designed by Norman M. Isham, F.A.I.A., of Wickford.

22. *St. John's Episcopal Church* (Cathedral of St. John; known also as the Pro-Cathedral), 271 N. Main St., was founded by Gabriel Bernon, a Huguenot refugee, and Nathaniel Brown, in the early 18th century. The present building has lancet windows, colonnettes supporting a crown-roofed portico, and two multi-columned piers at the west end of the interior — features containing an early suggestion of Gothic, visually if not structurally, for the building is a simple rectangle in shape with a gable roof and a domed ceiling that obscures all posts and beams. It was designed by John Holden Greene, built in 1810, and dedicated the following year to replace an earlier church, known as King's Chapel (1722). The burial ground (*open to the public via the parish house beside the cathedral or from the Bishop McVickar House at 66 Benefit St.*) has existed since the early 18th century and contains the graves of many famous Rhode Islanders.

The *Gabriel Bernon Grave* is in the crypt of St. John's Church, 271 N. Main St. Bernon, a French Huguenot, was instrumental in establishing the Episcopal Church in America. He donated the land, part of his home lot, on which St. John's is built.

23. On N. Main St. near Mill St. is the *Site of the First Mill*, owned by John Smith. The grant for this mill, issued on March 1, 1646, was the first in Rhode Island. The miller's name has been perpetuated in Smith Hill and Smith St.

At the junction with Mill St., N. Main St. bears right and goes uphill. Benefit St. begins at the summit.

Sharp R. from N. Main St. on Benefit St.

24. 30 *Benefit St., Inc.* (*open weekdays 9-9*), 30 Benefit St. Once known as the 'old Angell house,' this three-story brick mansion is now headquarters for an art center operated by Leisure Time Activities, Inc. Instruction and materials are provided here, at a nominal fee, for a great diversity of arts and crafts, and the large stable in the rear has been converted into a theater. The registered weekly attendance at the center is between 400 and 500.

25. The *Bishop McVickar House* (*private*), 66 Benefit St., once owned by the Slater family, was given to Brown University in 1900 as a dormitory for the Women's (later Pembroke) College. It was purchased by Bishop McVickar's sister shortly after his death in 1910, and after being properly fitted out was presented by Miss McVickar to the Episcopal diocese of Rhode Island in memory of her brother. It now serves as headquarters for diocesan missions and other activities. The burial ground of St. John's Cathedral can be reached from the property.

26. The *Sarah Helen Whitman House* (*private*), 88 Benefit St., a two-and-a-half-story, gable-roof, late Colonial structure (about 1790), was once the home of the young widow courted by Edgar Allan Poe in 1845. For her he wrote two of his famous poems, 'To Helen' and 'Annabel Lee.' They become affianced, but the engagement was broken because of family objections to Poe's dissolute habits. Mrs. Whitman was a poet in her own right (*see Literature*).
27. The *Sullivan Dorr House* (*private*), 109 Benefit St., was designed and built about 1810 by John Holden Greene for Sullivan Dorr, father of Thomas Wilson Dorr (*see History*). A three-story late Georgian Colonial frame dwelling, suggestive of Alexander Pope's villa at Twickenham, the house has one of the last Palladian windows of the period.
28. Behind the Sullivan Dorr House is the *Roger Williams Grave*, which is on part of the founder's original property. In the 1860's the grave was opened and an apple tree root was found to have invaded the tomb. Some loam from the grave was placed in the Stephen Randall tomb in the North Burial Ground, later being transferred to an inscribed metal container and placed in the main cemetery vault. The grave is marked with the base of a column broken in the construction of the Arcade (*see No. 67*).
29. The *Seagrave Mansion* (*private*), 119 Benefit St., was for many years the home of George A. Seagrave, textile merchant and banker, and of his son, Frank E. Seagrave (1859-1934), world-famed astronomer. In the rear is a brick and wood cylindrical structure built by the latter in 1878 as an observatory. At that time it housed one of the largest telescopes in the country. The house is now used as an apartment building.
30. The *Golden Ball Inn*, 159 Benefit St., was erected by Frank Rice in 1784. A very large structure for its time, it is four-and-a-half stories in height, with a gable roof and simple triangular-pedimented dormers above all the windows. Originally it had the usual five-window width, but had a subsequent addition built on the south end. The central balcony shows evidence of having been raised and the double doorway is obviously of a later date, although the central pedimented window is probably original. Known at various times as the Daggett Tavern, Mansion House, and Roger Williams House, it was for many years a social center of the town. Among distinguished guests at dinners and balls held here were Washington, John Adams, Jefferson, Lafayette, Monroe, Madison, and James Russell Lowell. At present the old inn rents rooms for light housekeeping.
31. The *Old Arsenal* (or *Armory*) (*open*), 176 Benefit St., is a fortress-like structure with white concrete veneer, two square towers, and a great studded door. It was erected in 1840 and almost immediately put into service to house the State troops when the procession of the Dorrites was directed against it (*see History*). It was used by the State troops during the Civil War and is now an armory for the Providence Marine Corps of Artillery and the Machine Gun Battery. Offices of District I of the Providence Department of Public Welfare are also housed here.

L. from Benefit St. on Meeting St., up the steps to Congdon St., L. on Congdon St.

32. *Prospect Terrace*, Congdon St. at foot of Cushing St. This small park was established about the middle of the 19th century, largely through the efforts of Isaac Hale, a merchant of Cheapside, who particularly enjoyed the panorama of the city from this spot. Grading on a northern addition was begun in 1935 as a site for the new Roger Williams Memorial Monument. The magnificent elm on the Congdon Street sidewalk is over 200 years old.

R. from Congdon St. on Cushing St. to Prospect St., R. on Prospect St.

33. The *First Church of Christ, Scientist* (*not open*), cor. Prospect and Meeting Sts., has a high green dome that can be seen from many points in the city. Designed in the Neo-Classic style by Hoppin and Ely, the building was begun in 1906 and completed in 1913.

Because it was one of the highest points in the city, this site was used for a beacon during two important periods in Providence history. The first beacon, erected in 1667, served to warn of Indian attack; the second, in 1775, to herald the approach of the British. Smoke was used by day and fire by night. Joseph Brown (*see Industry*) was master of the beacon in pre-Revolutionary days, and four wardens were appointed to 'rig the kettle.' It is said that once when this second beacon was tested, it was seen as far away as Cambridge, Mass.

R. from Prospect St. on Angell St.

34. The *Benson House* (*private*), 64 Angell St., was once the property of Captain George Benson, a well-known shipping merchant whose trade was chiefly with South America and China. Built in 1796, it is a square frame structure of conservative Georgian Colonial design, with a parapet rail and deck on the roof and a porch with a finely carved segmental pediment supported by two Roman Doric columns.

L. from Angell St. on Benefit St.

35. The *Rhode Island School of Design Museum of Art* (*open weekdays 10-5, Sun. 2-5, adm. 25¢ Mon., Wed., Fri., other days free*), 224 Benefit St., contains 41 galleries, 13 of which display water colors and oils by such well-known artists as Whistler, Manet, Copley, Sargent, and Winslow Homer. In addition to its permanent collections it also affords space for traveling exhibits of famous modern and ancient paintings. Two galleries display plaster casts of the masterpieces of classic and Renaissance sculpture. Elsewhere are to be found examples of Classic, Renaissance, Gothic, Chinese, Japanese, and Persian art; there are also galleries devoted to the exhibition of fine laces, embroideries, textiles, pottery, and jewelry. The museum was designed by William T. Aldrich and built in 1920. Adjoining it is the *Colonial House* containing the famous Pendleton Collection of antique furniture, china, textiles, and paintings. It was donated by Stephen O. Metcalf, designed by Stone, Carpenter, and Willson, and opened in 1906.

36. *Memorial Hall* (*not open*), Benefit St. between Waterman and College Sts., is a brownstone two-towered Romanesque structure belonging to the Rhode Island School of Design and containing classrooms and an auditorium. Begun in 1851, the building was the property of the Benefit Street Congregational Society, an organization originally chartered in 1836. The building was used as their house of worship until 1893, when a new and larger structure, at 296 Angell St., was completed.

TOUR 2 — 0.5 m.

E. from NE. corner College and Benefit Sts.

This point offers an excellent view of the buildings in the center of modern Providence, framed in the foreground by the northern end of the Providence County Courthouse (L) and the Helen Adelia Rowe Metcalf Building of the Rhode Island School of Design.

College St. is one of the main arteries over College Hill to the east side residential section and tributary highways into Massachusetts. This street, and all the others going over the hill, become perilous with the first snowfall and are immediately sanded, day or night, by men in huge trucks that back up the hill to be sure of traction.

37. The *Site of the Old Town House* is now occupied by the northeast corner of the Providence County Court House. There is no marker to indicate the site. Here the First Congregational Society built a meeting-house in 1723. It became the property of the town in 1794 when the society moved to new quarters. The original building was demolished in 1860 to make way for the Superior Courthouse, which in turn was razed in 1929 prior to erection of the present structure. The land was part of the home lot of Chad Brown, one of the original settlers of Providence.

38. The *Providence Athenæum* (*open weekdays 9-5*), SE. cor. College and Benefit Sts., was incorporated in 1831. Five years later it was joined with the older Providence Library Association, founded in 1753, by virtue of which the Athenæum lays just claim to being one of the oldest libraries in the country. At the time of incorporation the combined libraries were installed on the second floor of the Arcade, but in July, 1838, they were moved to the present quarters on College Hill. This building was designed by Russell Warren and James C. Bucklin, and upholds with taste and restraint the traditions of the Greek Revival. Although its appearance is marred by a series of skylights on the low roof ridge, the façade, with its deep rectangular loggia supported by two fluted Doric columns, and its well-proportioned pedimented gable, presents a broad, solid, forthright appearance.

At first the Athenæum shared space with the Franklin Society and the Rhode Island Historical Society, but in 1849, the library was left in full possession of its ivy-covered building. The institution is controlled by

over 1000 shareholders and its aim is to furnish a home library 'larger, better arranged, more useful and more attractive than that within the means of any individual shareholder.' Loan privileges are reserved for shareholders, with special rates for students and teachers. Among the many treasures preserved here are about 50 books from the original library of 1753 which survived a fire by being out on loan. Some of these were purchased by Stephen Hopkins and Moses Brown. The literary courtship of Edgar Allan Poe and Sarah Helen Whitman was very largely conducted within the corridors of this venerable building. The library preserves a December issue of Colton's *American Review* for 1847 containing the anonymous poem 'Ulalume,' below which Poe inscribed his author's signature when Mrs. Whitman showed it to him admiringly. The Athenaeum houses about 121,000 volumes, and its Art Room contains a Van Dyke, a Reynolds, and 'The Hours,' perhaps the most noted work of America's celebrated miniature painter, Edward G. Malbone.

39. The *Truman Beckwith House* (*private*), 42 College St., was designed in 1820 by John Holden Greene for Truman Beckwith, banker and cotton merchant. The house itself, including the L-shaped east wing, is characteristic of Greene's brick structures. The windows, surmounted by heavy stone lintels, are large in proportion to the wall space. The window above the doorway, with its sidelights and elliptical fan-light, may be found in many of Greene's houses of this period. It corresponds to the shape of the doorway and supplants the Palladian window of the strictly Georgian Colonial houses. The monitor roof, incorporating a cupola, is one of the period's typical structural features. The design has been used on the easternmost unit of the Helen Adelia Rowe Metcalf Building of the School of Design, directly across Benefit St. The house now serves as headquarters for the Handicraft Club, Inc., and the laundry and stables once occupying the east wing have been converted into club rooms and a tea room, with appropriate Colonial furnishings.

40. At the SW. cor. of Prospect and College Sts. is the *Site of the University Grammar School*. When Rhode Island College was moved from Warren to Providence in 1770, Dr. Manning, its first president, brought with him a 'feeder' school which he had previously started. A building was erected here in 1809 and housed the school until 1898, when it was replaced by the present Brown University Administration Building.

41. The *John Hay Library*, NW. cor. College and Prospect Sts., serves as the main library of Brown University. An impressive four-story marble edifice in monumental Georgian Colonial style, it was designed by Shepley, Rutan and Coolidge, erected in 1910, and named for John Hay (Brown, 1858), distinguished Secretary of State under Presidents McKinley and Theodore Roosevelt.

The library of Rhode Island College (now Brown University) was founded in 1767. In 1770, containing about 250 volumes, it was transferred from Warren to the new University Hall in Providence. During the Revolution when University Hall was commandeered for the use of troops, the library was moved to Wrentham, Mass., for safe keeping. Some of these books,

as well as the old deal table in whose drawer some of them were kept, are still preserved. When a battered University Hall was returned to the authorities of the school in 1782 the books were brought back from Wrentham unharmed. Since that time the library has outgrown its first home, a larger repository in Manning Hall (1834), and the building erected for the purpose in 1878 at the SE. cor. of Prospect and Waterman Sts., occupied by the Department of Economics. Already the present building is overtaxed for space for the University's 500,000 volumes. Vacant ground to the north of the present library will eventually be occupied by an addition.

The John Hay Library houses several collections of more than average interest, among them the Harris Collection of American poetry and plays, and the Rider Collection of Rhode Island history. Messrs. Harris and Rider were among the group which 50 years ago made Providence renowned as a center for fine private libraries. The Lincoln Collection, the most complete in the world, contains over 700 of the President's manuscripts. Among students of the life of Lincoln who use this collection, the poet Edgar Lee Masters has been a familiar figure for several years. The Hoffman Collection contains many valuable prints, contemporary miniatures and other relics of the era of Napoleon.

42. *Brown University*, on the summit of College Hill, is the oldest college in Rhode Island and the seventh oldest in the United States. In 1764 a charter, providing for a majority of Baptists on the Boards of Trustee and Fellows, was granted by the Colonial legislature for the founding of Rhode Island College. Among other provisions there was one stipulating 'into this Liberal and Catholic Institution shall never be admitted any Religious Tests but on the Contrary all the Members Hereof shall forever enjoy full free Absolute and uninterrupted Liberty of Conscience.' The college was founded at Warren in the following year with the Reverend James Manning as first president. In 1770, as the result of a popular subscription endowment of \$15,000, the institution was moved to Providence to occupy an eight-acre tract of land on College Hill. In the same year the 'College Edifice,' now University Hall, was erected. In 1775 the First Baptist Meeting-House was made available for commencements. During the Revolution, from 1776 to 1782, college exercises were suspended and the College Edifice was converted into barracks for French and American troops. Following the war, teaching activities were resumed and in 1804 the name was changed to Brown University in recognition of a gift from Nicholas Brown for the endowment of a chair of Oratory and Belles-Lettres.

From these beginnings the University has grown to an institution numbering approximately 1250 men undergraduates, 460 women undergraduates, and 280 graduate students. (A separate college called Pembroke is maintained for women undergraduates with a campus of its own, but which offers substantially the same curriculum as Brown and employs the same faculty.) There are nine laboratories, three libraries, and a social headquarters and theater called Faunce House in honor of the late Presi-

dent William H. P. Faunce. The Ladd Astronomical Library is about a mile from the campus, and in it is preserved the instrument used by Joseph Brown, Jabez Bowen, and Stephen Hopkins in observing the transit of Venus in 1769. Also about a mile from the campus is the new athletic equipment comprising a stadium which seats 25,000 people, four baseball diamonds and other playing fields, and a large, fully equipped gymnasium. Elsewhere a number of tennis courts are maintained. A swimming pool is located on the campus. There are nine residence halls for men and five for women. The total area occupied at present is about 40 acres.

The most substantial growth of the University took place under the administrations of Presidents Elisha B. Andrews (1889-98) and William H. P. Faunce (1899-1929), when enrollment, faculty, and endowment were greatly increased, and most of the buildings in the middle and back campuses (*see No. 42B, 42C*) were erected. The University offers a wide variety of courses in the liberal arts and sciences, and maintains an active place in the roster of higher educational institutions in the United States. Its history is very closely allied to the cultural development of Providence.

At the entrance to the University grounds are the *Van Wickle Memorial Gates*, designed by Hoppin and Koen, of New York, and Hoppin and Ely, of Providence. Erected in 1901, their over-all length, including the walls, is 80 feet. The large central portal is flanked by two smaller portals. Each has a canopy and gate of wrought iron. The center portal is used only on Commencement morning when the graduating class makes its exit, and on special ceremonial occasions.

42A. Directly inside the Van Wickle Gates is the *Front Campus*, which contains, left to right, the following buildings: *Carrie Tower* is a tall square structure of red brick with vertical channeling, surmounted by a gold-domed cupola. The black-faced clock, with its gold hands and numerals, strikes the hours and is a convenient time-piece for the students except in early fall and late spring, when it is obscured by the elms. It was designed by Guy Lowell and erected in 1904 as a memorial, donated by her husband, to Carrie Mathilde Brown Bajnotti, daughter of 'the late Nicholas Brown of Providence.' *Hope College*, 1822, the second building of the University, now is used as a dormitory. *Manning Hall*, 1835, which once housed the library on the first floor (*see No. 41*) and the chapel on the second, was designed by Major James C. Bucklin, a prominent early nineteenth-century Rhode Island architect, as a simplified version of a prostyle Doric temple. It is an excellent example of the Greek revival in American architecture. Today the building is used as a lecture hall. The lower floor contains many statues and models belonging to a former Classical Museum. *University Hall*, the original 'college edifice' until given its present name in 1823, was built in 1770 from a design supervised by Joseph Brown and suggested by that of Nassau Hall at Princeton University. It is a long four-story structure with a central pedimented pavilion, a low hipped roof surmounted by a deck and a cupola. The last contains the bell by which classes are summoned and dismissed. The building,

long used as a dormitory, now houses many administrative and faculty offices and the Departments of English, History, and Greek and Latin Classics. *Slater Hall*, 1879, is a four-story red-brick dormitory. *Rhode Island Hall* was built in 1840 for the Departments of Geology and Philosophy, which it still contains. Classes in Mineralogy, the first in the country, had been begun at Brown University in 1837, and the new building housed a rare collection of minerals for its time.

L. from Van Wickle Gates, across campus past Manning Hall and Hope College, through gate to Waterman St.

At the NE. cor. of Waterman and Prospect Streets is a Venetian Gothic structure built in 1878 as the college library. It now contains the library and headquarters of the Department of Economics.

43. The *Rhode Island Historical Society* (open weekdays 9-4, Sun. 3-5, Tues. eve. 7-9; during Aug., weekdays only 9-1), 68 Waterman St., was founded in 1822. Its building opposite the Brown campus was erected in 1844, with an addition built in 1890. It contains over 100,000 volumes dealing with Rhode Island history, genealogy, and kindred matters. There are also more than 200,000 leaflets, manuscripts, early newspaper clippings and pamphlets.

The society maintains in the same building a museum of memorabilia pertaining to Rhode Island's past. There is an exhibit of Indian stone implements and weapons, a primitive basket, a large log canoe, and bones from Indian graves. Among the many Colonial and early Federal relics are a drum carried at Bunker Hill, a pair of rubbers belonging to the Marquis de Lafayette, the famous apple tree root which is said to have consumed the phosphates from the bones of Roger Williams, and Oliver Hazard Perry's brave flag with its exhortation: 'Don't give up the ship.'

44. The *Edward Dexter House* (private), 72 Waterman St., was erected in 1799, probably by Edward Dexter, on the approximate site of Brown University's present Rhode Island Hall. It is a house gay with structural decoration. Rising two and a half stories from its elevated site, it is rectangular in plan with a hip roof surrounded by a parapet and surmounted by a deck. The parapet is balustraded over the windows. Posts with urn finials stand between each alternation of balustrade and panel; their frequent recurrence is extravagant in effect. The balustraded porch has a Greek entablature, with well-defined metopes and triglyphs, and is supported by slender Roman Doric columns. Above the porch is a Palladian window. The roof line is broken by a pediment surmounting a central portion flanked by colossal fluted Tuscan pilasters. Under the modillions of the cornice and pediment, is a simple, delicately wrought fret course. The entire façade is painted white. At some time in its history the house was sawed in halves and moved, a half at a time, to its present site. The saw mark is still visible in the entablature of the porch.

45. *Faunce House* (R), whose archway is opposite the end of Brown St., extends across the north end of the Brown University Middle Campus and has entrances on both the campus and Waterman St. The old portion

of the building, to the right of the archway, was erected in 1904 and called Rockefeller Hall. The name was changed in 1931, when the archway and addition were built, to Faunce House, in memory of former President William H. P. Faunce. The building contains a completely equipped theater, dining-rooms, recreation rooms, a store, an art gallery, an exhibition room, and offices for student activities.

R. from Waterman St. through Faunce House Archway.

42B, 42C. *Middle and Back Campuses of Brown University.* The first building (L) on the walk through the Middle Campus is *Rogers Hall*, erected in 1872. It has always contained classrooms and laboratories, and at present it also houses the Department of Political Science. The rear part of the building, known as the Newport-Rogers Laboratory, is occupied by the Graduate School of Chemistry. The next building is *Sayles Hall*, the college chapel, in which is a portrait gallery (*open weekdays 9.30-5, or on application to caretaker, free*) of former presidents, professors, and others important in the history of Brown University. The building also contains classrooms and the headquarters, including library, of the Department of Biblical Literature. *Wilson Hall*, erected in 1891, is devoted to mathematics, containing classrooms, departmental headquarters, and library.

The last building on the Middle Campus is the *John Carter Brown Library* (*open weekdays 9-5, Sat. 9-1*), a one-story stone building of Greek Neo-Classic design, with many antefixes along the eaves; it was designed by Shepley, Rutan and Coolidge and completed in 1904. It contains the world's most famous collection of Americana and is visited yearly by hundreds of scholars in search of old maps, books on Spanish America, on the Indians, and on Colonial history in general. The main reading room is constructed and furnished as a 'gentleman's library,' and its fireplace, glass-windowed bookcases, high ceiling, and carpeted floors provide a tranquil, studious atmosphere. The collection was begun by John Carter Brown (1797-1874), the youngest son of Nicholas Brown and a grandson of John Carter, the second printer in Providence (*see Literature*). Very early in his career as a collector, Brown began to concentrate on what may be described generally as printed books dealing with the Western Hemisphere from its discovery to the year 1801. His collection was already far-famed in 1865 when the first printed catalogue was compiled by John R. Bartlett. At Brown's death the collection, then numbering about 7500 volumes, came into possession of his son, John Nicholas Brown (1861-1900), by whose will in turn the books were transferred, in 1904, to the University, with a \$500,000 endowment for its upkeep. The librarian, Dr. Lawrence C. Wroth, is one of the country's leading authorities and writers on American Colonial history.

The *Back Campus* can be reached on the walk between Sayles and Wilson Halls. The first building (R) is *Maxcy Hall*, erected in 1895, which now serves as a dormitory for the Graduate School. Its first floor and basement accommodate the Department of Botany. The Georgian building directly behind Maxcy Hall is *Littlefield Hall*, a dormitory completed in 1926.

From the top of the steps, east of Maxcy Hall, can be seen the following buildings (L to R): *Lyman Gymnasium* (with turret), once used for all indoor athletic and physical training purposes from its completion in 1891 until 1927, when it was superseded by the new building at Aldrich Field, Elmgrove Avenue; *Colgate Hoyt Pool*, the skylighted annex to the gymnasium, built in 1904; *Arnold Biological Laboratory*, a four-story building devoted to the Department of Biology, completed in 1914; *Metcalf Chemistry Laboratory*, dedicated in 1923, containing a library, auditorium, and laboratories; *Memorial Arch*, erected in memory of Brown men who lost their lives in the World War; *Caswell Hall*, a dormitory, built in 1904; *Engineering Building*, erected 1903, housing the Department of Engineering, classrooms, laboratories, and the Corthell Engineering Library; the department has two overflow buildings outside the campus. The small building between Caswell Hall and the Engineering Building is *Hegeman Cottage*, an annex to *Hegeman Hall*, a dormitory built in 1926.

Retrace to Middle Campus; L. through John Nicholas Brown Gate to George St.

TOUR 3 — 1 m.

S. from George St. on Brown St.

This tour covers the part of the East Side residential section in which are the city's finest old mansions.

46. *Annmary Brown Memorial* (open weekdays except Mon. and Sat. 10-5; free), 21 Brown St., houses a fine collection of early specimens of printing and illustration, which has been described by A. W. Pollard of the British Museum as 'the history of the first fifty years of printing.' The memorial was erected in 1907 by General Rush Hawkins in memory of his wife, Annmary Brown, and a crypt within the building contains their tombs. Designed by Norman M. Isham in simple classical style, the façade of this rectangular granite structure has only a simple cornice over the doorway. Two wrought bronze doors symbolizing Art and Learning are at the entrance. In addition to the library, the memorial contains a collection of portraits, paintings, family heirlooms, and Civil War relics.

47. The *Faculty Club* (not open), 13 Brown St., once a private residence, is the social headquarters for the faculty of Brown University. On the first floor are dining, recreation, and lounging rooms; on the second and third are rooms and apartments for unmarried faculty members.

L. from Brown St. on Power St.

48. *Thomas Poynton Ives House* (private), 66 Power St., was built in 1811 for Thomas Poynton Ives, an original member of the firm of Brown and Ives. It is one of the largest and most handsome of Providence mansions of the Georgian Colonial style. Its plans originated in England, probably

in one of the architectural books widely circulated in America during the late 18th century (*see Architecture*). Its brick, an unusual shade of red, was also imported from England. The mass of the house, set off to advantage by its location on an open corner, is impressive, and the workmanship, noticeable especially in the beautiful elliptical-arched window over the doorway and the parapet rail on the roof, is flawless. The semicircular portico was designed by Stone, Carpenter and Willson, and added to the house in the 1880's.

R. from Power St. on Thayer St.

The area at the northwest corner of Power and Thayer Streets is the *Thayer Street Field*, owned by Brown University and used for football and baseball. Diagonally across the corner from the field are the Brown University Tennis Courts (*open to the public in summer at a nominal hourly fee*).

R. from Thayer St. on Williams St.

49. The *Edward Carrington House* (*open weekdays except Mon. 1-5. Free to faculty and students of Rhode Island School of Design; adm. 50¢, children, 25¢*), 66 Williams St., is a three-story, gray-brown brick mansion, of Early Republican design, built in 1813 by John Corlis and shortly thereafter purchased by Edward Carrington, a prominent shipping merchant of the period. Architectural records are scarce, but it is believed that the third story was a later addition. The two-story porch, with its superimposed orders and elaborate jigsaw work, is obviously of later date. Having a façade similar to many of the other Colonial mansions, it is notable for its stone corner quoins and the rustications around the window openings and around the elliptical fan-lights over the doorway and central second-story window. The house remained in the Carrington family until June, 1936, when it was given to the Rhode Island School of Design as a memorial to the Carrington family and as a 'lasting illustration to future generations of a Providence homestead of the beginning of the 19th century.' The house contains, in addition to many fine Colonial furnishings, some rare examples of Chinese handiwork collected by the elder Carrington, whose trade was largely with the Orient.

R. from Williams St. on Benefit St.

50. The *John Carter Brown House* (Nightingale-Brown House) (*private*), 357 Benefit St., is one of the largest frame Colonial houses in existence. It was built in 1792 by Colonel Joseph Nightingale and purchased by Nicholas Brown in 1814. Its design, of English influence, is attributed to Caleb Ormsbee. The house is square in plan, having a low hipped roof with balustrade, surmounted by a deck. The pediment of the central pavilion interrupts the roof line and is repeated by a higher pediment rising to the deckrail. The tympanum of each pediment is of glass with splay ribs, an unusual treatment. The structural decoration of the house is lavish, with large quoins at the angles of walls and pavilion, a dentil course and modillions beneath the cornice. A beautiful Palladian window is set above the entrance. In this house John Carter Brown gathered the

famous collection of Americana now housed in the John Carter Brown Library on the Brown University campus.

R. from Benefit St. on Power St.

51. The *John Brown House* (*private*), 52 Power St., was described by John Quincy Adams in 1789 as the most magnificent and elegant mansion he had seen in this country, and it remains today as one of the finest examples of late Georgian Colonial architecture. Designed by Joseph Brown for his brother John, the house was begun in 1786 and was more than two years in construction. Almost square in plan, this three-story edifice, with its central pavilion and pediment, is built of red brick and has an exquisite balustraded parapet above the cornice. Its trim is white wood and sandstone, the stone being used for lintels over the windows and columns of the porch. There is a marked contrast between the red columns of the porch and its white classical entablature and balustrade. Above the doorway is a Palladian window with elaborately leaded side-lights. The doorway itself is of exquisite design, bordered by panels and side-lights and surmounted by an elliptical fan-light; a delicately carved transom rail, in the form of a modillioned cornice, extends between the fan-light and the door. The interior is extraordinarily rich in decoration. 'The stairs,' according to Antoinette Downing in her authoritative 'Early Homes in Rhode Island,' 'with twisted balusters and ramped rail, take their traditional place at the back of the hall. Their decoration, however, as well as the decoration of the hallway itself, is elaborate and formal in a manner new to domestic buildings in Rhode Island.' Varied pediments surmount the interior doorways.

In Colonial days the house was the scene of many fashionable balls, and for a long time the annual commencement dinners of Brown University were held in the dining-salon. In the year of the Rhode Island Tercentenary (1936) the house was opened to the public for inspection of its design and its many priceless art treasures. By gift of the present owner, the mansion will eventually become the property of the Rhode Island School of Design.

Retrace on Power St.; R. on Benefit St.

52. The *Burnside House* (*private*), 314 Benefit St., is of red brick with a corner turret and was built by Nicholas Brown about 1850. For a time it was the home of General Ambrose E. Burnside, Colonel of the First Rhode Island Regiment during the Civil War, later Major-General in command of the Ninth Army Corps, and for a time head of the Army of the Potomac. After the war he was Governor of Rhode Island and later United States Senator (*see BRISTOL*).

53. The *Unitarian Church* (*not open*), cor. Benefit and Benevolent Sts., originally the First Congregational Church, though old, is the congregation's third edifice. The first home of this parish was erected in 1723 at Benefit and College Streets, where the new Courthouse stands. In 1795 a new building with two towers was erected on the present site, destroyed by fire in 1814, and replaced by the present building in 1816. It is dis-

tinguished by having in its steeple the largest bell cast in the foundry of Paul Revere and Son. The structure, designed by John Holden Greene, is a fine example of early 19th-century ecclesiastical architecture. Rectangular in plan, with a projecting tower and portico on the west end, a well-proportioned steeple and a great arched window over the entrance, the building has incorporated the refinements of the Early Republican period. It is very well proportioned and somewhat urbane in its assimilation of classical motifs. The pediment over the three doors, enframing the arch of the central window, is a bold and unusual departure, yet so well executed that it attracts little notice. The interior has a domed ceiling similar to that of St. John's Church.

54. The *Colonel Shepley Library (private)*, 292 Benefit St., a one-story stucco and limestone structure, was erected in 1921 by the late Colonel Shepley to house his private library containing over 30,000 Rhode Island historical items. It is kept intact by his daughter, Mrs. Ernest T. H. Metcalf, and is opened only to research students upon request.

R. from Benefit St. on Benevolent St.

55. The *Crawford Allen House (private)*, 12 Benevolent St., was designed in 1820 by John Holden Greene and is one of his finest brick houses. Larger in scale than many of his others, it is distinguished by its excellent proportion of window to wall space. The house has a low hip roof with balustraded parapet, and a typical central window and doorway with elliptical fan-light and side-lights.

L. from Benevolent St. on Megee St., L. on George St. across Benefit St. to Hopkins St.

56. The *Stephen Hopkins House*, corner of Benefit and Hopkins Sts. (*open Tues., Thur. 2-5, free*), was completed in 1755 and is a good example of a moderate-sized Colonial dwelling. The doorway is asymmetrically disposed because of the four-bay treatment of the façade. It is framed by pilasters and a pediment, and has a typical mid-century rectangular transom. Originally the house stood on the northeast corner of Hopkins and S. Main Streets, but in 1804 it was moved halfway up Hopkins Street. In 1927, to make way for the new Court House, it was taken over by the State, moved to its present location, and restored by Norman M. Isham. It was built as the home of Stephen Hopkins, 10 times Governor of the State, member of the Colonial Congress, Chief Justice of the Superior Court, and first Chancellor of Brown University. General Washington was a guest here in 1776 and again in 1781. One of the many well-preserved relics is the bed in which Washington slept. The house is kept in repair by the Rhode Island Branch of the National Society of Colonial Dames.

TOUR 4 — 1.5 m.

This tour, beginning with a circuit of Exchange Place, the civic center of modern Providence, covers the downtown business and shopping district.

E. from Dorrance St. on Exchange Place.

This site, in addition to the railroad station and yards and a further area to the north and west, was once covered by water and known as the 'Cove.' In the 1840's much of the southern portion was filled in and the 'Cove Basin' was formed, which became a favorite fishing and sailing spot for the townspeople. Additional filling in as the demand for land increased finally eliminated the cove basin by the end of the 19th century.

57. In the middle of Exchange Place is *The Mall*, distinguished for its well-kept lawns and shrubbery. It contains the Soldiers' and Sailors' Monument, a Civil War memorial designed by Randolph Rogers, cast in Munich, and dedicated in 1871; and at the eastern end a Spanish War Memorial called 'The Hiker,' designed by T. A. R. Kitson, cast by the Gorham Co. of Providence, and dedicated in 1925.

58. The *New Industrial Trust Building*, 55 Exchange Place through to 111 Westminster St., is 26 stories high and dominates the Providence skyline, standing far above the other buildings. It attains an over-all height of 416 feet and is surmounted by a lantern visible for many miles at night. Designed by Walker and Gillette of New York, and George Frederic Hall of Providence, the building is distinguished for the manner in which the architects have handled the rectangular plan, with its central tower and grouping of six wings. The bas-reliefs, by Charles H. Humphries, on the belt-course beneath the first set-back, with their representations of historic events, form an acknowledgment of the past which lends to the building a New England kinship (*see Architecture*). The site was once a farmers' exchange, and in 1872 Cyrus Butler erected here the once-famous Butler Exchange, a six-story office and studio building with four corner towers in the style of the French Renaissance. It was demolished in 1926 to make way for the present building, which opened for business October 1, 1928.

L. across E. end of Exchange Place.

59. The *Federal Building*, at east end of Exchange Pl., is a four-story building of Italian Renaissance style, designed by Clarke and Howe of Providence and dedicated in 1908.

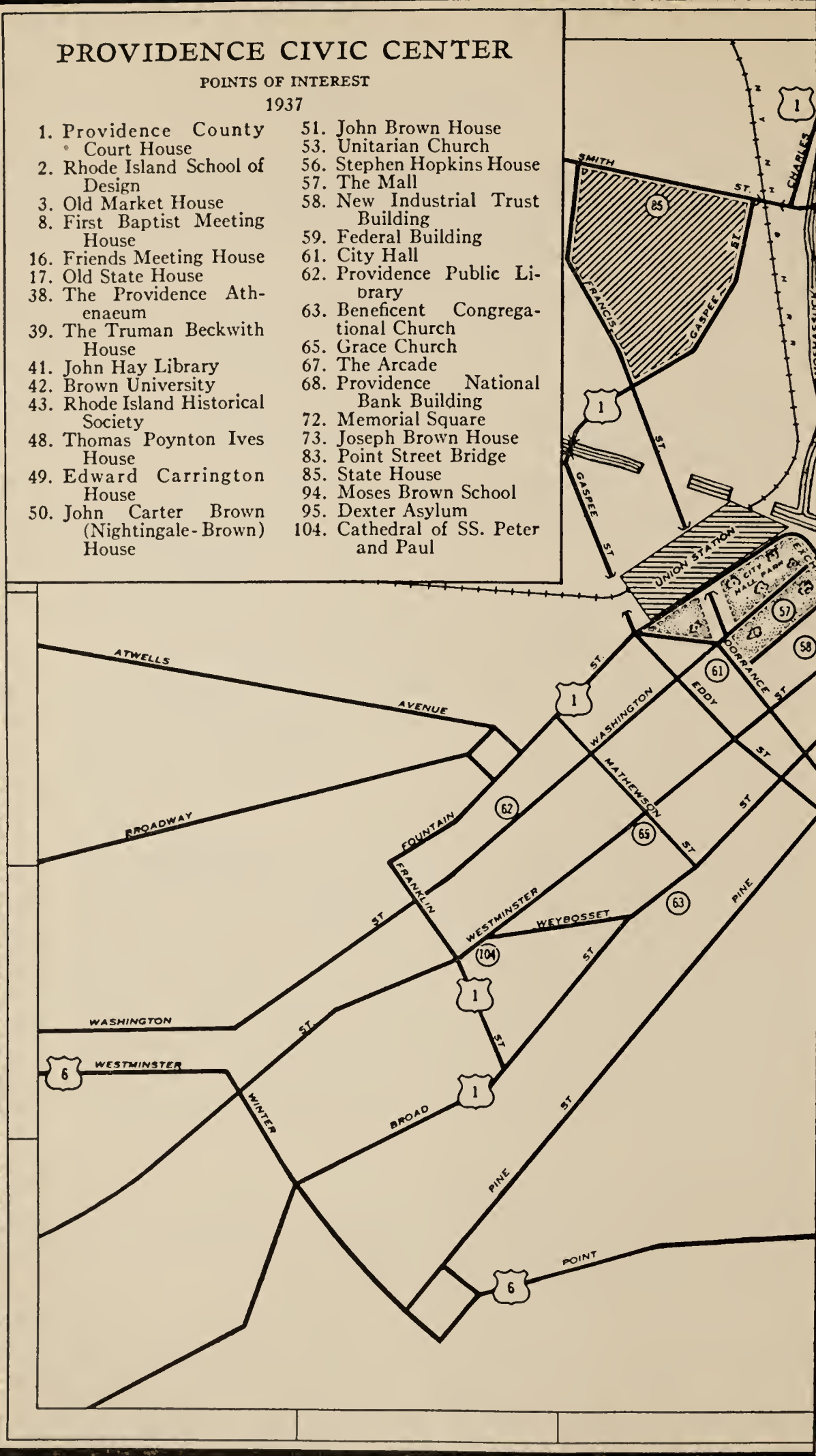
60. *City Hall Park* lies in front of the railway station and extends from Exchange Terrace to Dorrance St., being divided in the middle by Francis St., which runs beneath the station. Like the Mall, it has well-kept lawns, walks, and seasonal flower gardens. In the eastern section is the *Burnside Equestrian Statue*, executed by Launt Thompson and dedicated in 1887 to General Ambrose E. Burnside, the only New England

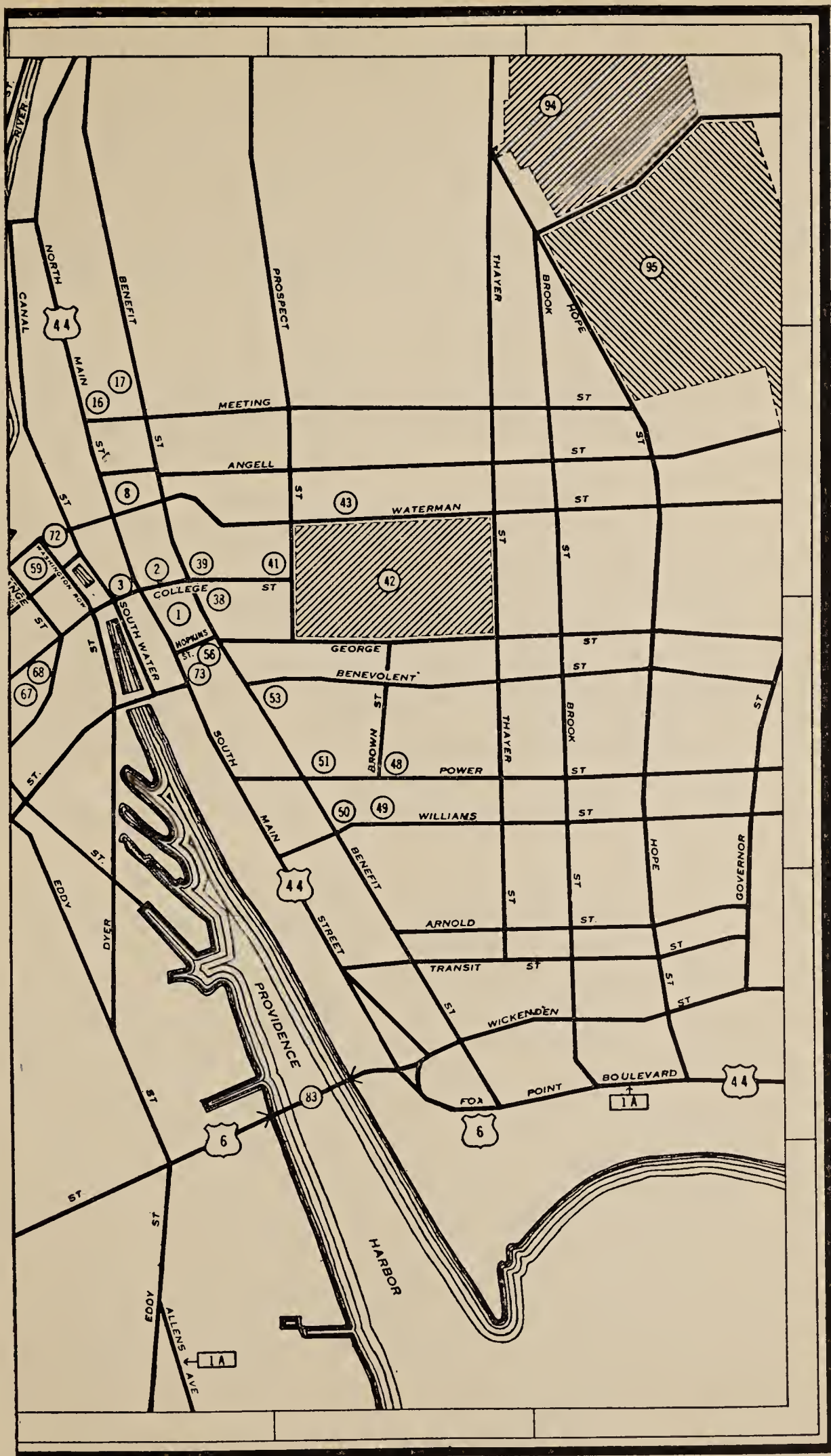
PROVIDENCE CIVIC CENTER

POINTS OF INTEREST

1937

- | | |
|---|---------------------------------------|
| 1. Providence County Court House | 51. John Brown House |
| 2. Rhode Island School of Design | 53. Unitarian Church |
| 3. Old Market House | 56. Stephen Hopkins House |
| 8. First Baptist Meeting House | 57. The Mall |
| 16. Friends Meeting House | 58. New Industrial Trust Building |
| 17. Old State House | 59. Federal Building |
| 38. The Providence Athenaeum | 61. City Hall |
| 39. The Truman Beckwith House | 62. Providence Public Library |
| 41. John Hay Library | 63. Beneficent Congregational Church |
| 42. Brown University | 65. Grace Church |
| 43. Rhode Island Historical Society | 67. The Arcade |
| 48. Thomas Poynton Ives House | 68. Providence National Bank Building |
| 49. Edward Carrington House | 72. Memorial Square |
| 50. John Carter Brown House (Nightingale-Brown) | 73. Joseph Brown House |
| | 83. Point Street Bridge |
| | 85. State House |
| | 94. Moses Brown School |
| | 95. Dexter Asylum |
| | 104. Cathedral of SS. Peter and Paul |





officer of the first rank in the Civil War (*see Bristol*). Also in the E. section of the park is the *Carrie Brown Memorial Fountain*, designed by Enid Yandell and erected in 1901. At night it is illuminated with lights of changing colors. It was the gift of Paul Bajnotti of Turin, Italy, in memory of his wife, Carrie Mathilde Brown. The 'Struggle of Life' is depicted in the figures around the fountain. In the western section of the park, facing the Biltmore Hotel, is the *Major Henry H. Young Monument*, also known as *The Scout*. The monument was erected in 1911 and its sculptor was Henri Schonhardt. Major Young was Chief of Scouts under Major-General Sheridan in the Civil War.

61. The *City Hall* faces the west end of Exchange Place. Designed by Samuel J. F. Thayer and dedicated in 1878, the building has a central portion and tower similar to that of the Pavillon d'Horloge of the Palais du Louvre.

Straight ahead from Exchange Place on Washington St.

The street forming the northern boundary of Exchange Place becomes Washington St. at Dorrance St.

62. The *Providence Public Library* (*open weekdays 9-9, Sun. 2-9*), NW. cor. of Washington and Empire Sts., was designed by Stone, Carpenter and Willson and completed in 1900. The library, with its affiliated branches, owns and circulates about 450,000 volumes, including several notable collections pertaining to the Civil War, art, music, drama, science and industry, architecture, and folklore. The building is of brick, limestone, and granite, designed in the Italian Renaissance style. Its construction was made possible chiefly through a gift of the late John Nicholas Brown.

L. on Empire St. to Weybosset St.; L. on Weybosset St.

Weybosset St. follows the line of an arc, leaving Westminster St. near the river and joining it again at Cathedral Square, west of this point.

63. The *Beneficent Congregational Church* (*not open*), 300 Weybosset St. In 1743 half of the membership of the First Congregational Church 'withdrew and set up a separate meeting.' Under the leadership of Joseph Snow, a carpenter who later came to be known as 'Father' or 'Elder Snow,' they went into the woods, felled trees, and in 1750 erected a small building thenceforth known as 'Mr. Snow's Meeting-House.' The congregation grew, necessitating several additions, until in 1808-09 it was replaced by the present two-story brick building. A large gilded dome, one of the conspicuous features of the Providence skyline, was added when the church was remodeled in 1836. The influence of the Greek Revival is notable here in the Doric portico, the Ionic columns in the interior, and the lantern surmounting the dome which is copied after the ancient choragic monument to Lysicrates, in Athens, considered one of the finest remaining examples of Corinthian architecture. The church is known locally as 'Old Round Top.'

64. *Abbott Park Place*, 280 Weybosset St., adjoins the Beneficent Congregational Church. Daniel Abbott in 1746 made this property available

'for public use, passing and repassing, training and the like, always to be kept free from any buildings forever, or any other encumbrance, to the prejudice of the public forever.' Prior to that time it had been the front yard of his home which was situated where the Plantations Club now stands. The estate was known as 'Daniel Abbott's Paradise.' At one time it was called the 'Old Common,' and was used for drill once a year by the Sixth Company of Militia. The fountain, the first in Providence for public use, was erected in 1875.

L. from Weybosset St. on Mathewson St.

65. *Grace Church* (Episcopal), cor. of Mathewson and Westminster Sts., a brownstone Victorian Gothic church with octagonal spire, was designed by the famous Richard Upjohn of New York and consecrated in 1846. It is in the heart of the city on the site of Providence's first theater, built here in 1790. The chimes in the tower can be heard throughout the center of the city.

R. from Mathewson St. on Westminster St.

The center of the shopping district lies between Mathewson and Dorrance Sts. on Washington, Westminster, and Weybosset Sts. Many of the old turn-of-the-century buildings have one-story modern store fronts. Some of these architectural anachronisms are astonishing. On the south façade of the French Renaissance building at the corner of Westminster and Eddy Sts., the lower two-thirds of an engaged Corinthian column has been removed to accommodate a store window, thus giving the impression that the column is hanging in mid-air.

66. The *Site of Howard Hall* is occupied by the Howard Building, at the northeast corner of Westminster and Dorrance Sts. The old hall was used for concerts and lectures, and among its famous visitors were Abraham Lincoln, Jenny Lind, Thackeray, Henry Ward Beecher, George William Curtis, and Artemus Ward.

67. The *Arcade*, traversing the block from 130 Westminster St. to 65 Weybosset St., is one of the most interesting remains of the Greek Revival period in America. Ionic columns support a pediment at the Westminster Street entrance and an attic at the Weybosset Street end. It was designed by J. C. Bucklin and Russell Warren, and built in 1828, the columns having been cut from a granite quarry in Johnston and hauled here on specially constructed gear by 15 yoke of oxen. Each of these columns weighs 13 tons, and with the exception of some recently erected in the Cathedral of St. John the Divine in New York they are the largest monolithic columns in America. One was broken in the hauling. Its base marks Roger Williams' Grave, and the remainder is on the Field lot in the North Burial Ground. The erection of this building foreshadowed the removal of the Providence business district from Cheapside to its present location. In 1828 new and attractive merchandise offered in this three-floor bank of shops was the delight of the fashionable folk of the town.

68. The *Providence National Bank Building*, 100 Westminster St., was

erected in 1929 when the bank moved from its old quarters in the Joseph Brown House (*see No. 73*) at 50 S. Main St. Designed by Wallis E. Howe of Providence, the building is a free adaptation of the Early Republican style and its interior, with murals, open counters, and rich woodwork, is reminiscent of Colonial days (*see Architecture*).

69. The *Turk's Head Building*, junction of Westminster and Weybosset Sts., stands on the site of an early Providence shop that displayed the sign of a Turk's head, formerly a figurehead on the ship 'Sultan,' that has been replaced several times, once during the Great Gale of 1815. A duplicate is to be seen in the museum of the Rhode Island Historical Society. The present V-shaped building displays a granite Turk's head on the belt course between the third and fourth floors.

70. The *Rhode Island Hospital National Bank Building*, cor. Westminster St. and Washington Row, was erected in 1917. On the same site once stood the Washington Insurance Building which was wrecked by the ship 'Ganges' in the Great Gale of 1815. On the corner of the building is a marker indicating the height of the water on the occasion.

71. The *Bridge*, or *Weybosset Bridge*, extends from the railroad yards on the north to Crawford St. on the south. The area has been the site of many bridges since the construction of the original Weybosset Bridge in 1660. The Crawford St. end of the bridge is equipped with gates and sloping curbs for the huge trucks that dump the city snow here during the winter.

L. from Westminster St. on Washington Row.

72. *Memorial Square* contains the *World War Memorial*, an impressive shaft designed by Paul Cret of Philadelphia. The polygonal base, fluted shaft, and surmounting figure are of Rockport granite and reach an overall height of 115 feet. The figure, symbolizing Peace, is simple and massive in execution. The devices on the base and shaft represent various patriotic State and national emblems.

TOUR 5 — 0.8 m.

This tour covers S. Main St., a region more interesting historically than visually because most of the old buildings have suffered from lack of care. The address of the first point of interest, 50 S. Main St., follows 66-68 and 72, and the logical number should be 76, but the occupants have retained the address of their old headquarters on the site of the southwest corner of the Courthouse.

73. The *Joseph Brown House*, 50 S. Main St., is occupied by the historic firm of Brown and Ives and its affiliated interests. Built in 1774, it was the residence of Joseph Brown, one of the four famous brothers who figured so largely in the late 18th-century commercial prosperity of Provi-

dence. Brown, a merchant whose avocations included astronomy, philosophy, and architecture, designed this comfortable mansion for himself. Like the First Baptist Meeting-House, which Brown also designed, this dwelling is remarkable for its spaciousness. Of red brick with sandstone base, the building has a broad façade emphasized by a skillful placing of windows. It is three stories in height, with a parapet broken by a graceful double-curved or ogee pediment, and has a 'Captain's walk' on the roof ridge. The heavy modillions and dentils of the pediment are notable for their excellent workmanship. The doorway is recessed a few inches, and its pediment, supported by fluted Ionic pilasters and Ionic columns, is of sandstone. The original doorway was in the second story; the present one was probably inserted shortly after 1801, when the house became the home of the 'Providence Bank,' the second oldest in the United States, which for the ten years from its founding in 1791 had occupied two upper-story rooms at 8 Hopkins St. The Providence Bank, later consolidated with the Merchants' National and now known as the Providence National Bank, occupied the Joseph Brown House until 1929, when it moved to its new building at 100 Westminster St.

74. The *Providence Institution for Savings*, 86 S. Main St., was the first savings bank in Providence and one of the oldest in the country. It was originally located on the first floor of the Providence Bank building at 50 S. Main St. In 1854 the Institution was moved to its own building on the present site, a building which came to be known as the 'Old Stone Bank.' The present structure with its gold-ribbed dome was erected in 1898.

It occupies the approximate *Site of the Field Garrison House*, named after William Field, erected as a fortification on advice of Roger Williams, and by direction of the Town Council, during King Philip's War.

75. The *Cooke House (private)*, 112-14 S. Main St., with its monitor roof, stone lintels over the windows, and elliptical-arched window over the doorway, is another good example of John Holden Greene's work. The house, once facing an identical structure across a gangway or courtyard, was built about 1825. It was occupied from 1825-39 by Benoni Cooke, grandson of Governor Nicholas Cooke, with whose name the house has become erroneously associated.

76. *Infantry Hall*, 128-60 S. Main St. Designed by George W. Cady and erected in 1875 by the Providence Light Infantry Association, this huge Victorian Gothic building was for many years the scene of concerts by world-famous instrumentalists and singers; here the Boston Symphony Orchestra gave its regular concerts, the Arion Club held its recitals, and the Players' Club presented its plays. Today it is used principally as an arena for boxing and wrestling events.

77. The *Site of the Sabin Tavern* is at the NE. corner of S. Main and Planet Sts. A tavern was built on this spot about 1763, probably by Capt. Woodbury Morris. Joseph Sabin occupied it from 1765 to 1773, during which time it was used as a place of meeting when the burning of

the 'Gaspee' was planned. The meeting is commemorated by a tablet on a new building which occupies the site. When the old building was torn down in 1891, the southeast room, in which the 'Gaspee' meeting took place, was joined to the house at 209 Williams St., now owned by the Gaspee chapter of the Daughters of the American Revolution. This old tavern was the Providence depot of the first stagecoach line to Boston.

L. from S. Main St. on Planet St.

78. The *Brown House* (*private*), 17 Planet St., was a tavern at Pawtuxet Neck in the late 18th century. It was attached for debt by John Brown and moved across the river on scows. In the process half of it fell off and was lost. The old tavern bar still remains.

Retrace on Planet St.; L. on S. Main St.

79. The *Talma Theater*, cor. of S. Main and Power Sts., a two-story brick building with a semicircular portico, was erected as a church in 1833. During the Civil War it served as a morgue. Thereafter, for many years, it was a theater used by various amateur dramatic organizations. In 1916 it became the Providence Boys' Club.

80. The *De Fersen House* (*private*), 312 S. Main St., is an old structure, unimportant architecturally, named after Axel de Fersen, a young Swedish nobleman attached to the French court, and Rochambeau's aide-de-camp, who was billeted here during the stay of the French troops in Providence. De Fersen, a lover of Marie Antoinette, had come to America hoping to terminate his unpropitious attachment; he later drove the carriage in which Marie Antoinette and the royal family attempted escape from France, June 10, 1791. He is said never to have smiled after her execution.

81. The *Dolphin House* (*private*), 403 S. Main St., is a two-story frame structure built by Joseph Tillinghast, a sailing captain, about 1770. The origin of its name is uncertain, but the house is thought to have been a tavern frequented by sailors in the time of the China trade and to have derived its name in that way. At one time it was the home of Albert Collins Greene, nephew of General Nathanael Greene. It is also known as the James or Gladding House.

L. from S. Main St. on Transit St.

Transit Street received its name from the transit of Venus, which was observed in 1769 by Joseph Brown, Jabez Bowen, and Stephen Hopkins through an instrument set up about 100 feet east of the northeast corner of Benefit and Transit Streets. Planet Street also received its name from this episode.

In this region there are several narrow streets running westward from S. Main to S. Water Streets. These lanes have been given such names as Doubloon, Sovereign, Bullion, Guilder, and so on. Unfortunately for the romantic associations implied, the names were bestowed in the 1860's by an imaginative city official.

82. The *Lightning Splitter House*, is so called because of the very steep

pitch of the gables, not unlike the steep roofs of medieval architecture. The early history of the house is unrecorded.

Retrace on Transit St.; L. on S. Main St.

83. From the *Point Street Bridge* (R) can be had an excellent view of the harbor and downtown Providence.

OTHER POINTS OF INTEREST

Northern Part of City

84. *Providence College*, Eaton St. and River Ave., the youngest of Rhode Island's schools for higher education, was organized in 1917 by the Right Reverend Matthew Harkins, D.D. Its faculty is drawn largely from the Order of Friar Preachers (Dominicans) under whose auspices the college is conducted. Guzman and Harkins Halls are the two college buildings. Hendricken Field, with a seating capacity of 10,000, has recently been established. The enrollment is about 700.

85. The *State House*, bounded by Francis, Gaspee, and Smith Sts., was designed by McKim, Mead and White of New York. It overlooks a 14-acre lawn. Ground was broken for the building in 1895, the cornerstone was laid 13 months later, and the building was officially occupied by the General Assembly on January 1, 1901, after which date Providence became the State's only capital. Of white Georgia marble, it is 333 feet in length, 180 feet across the central portion, and 280 feet in height, from the terrace level to the top of the statue on the dome. Its style is that of the Early Republican period, and the building is distinguished for its architectural power and simplicity (*see Architecture*).

86. The *Brigham Young House* (*private*), 1240 Smith St., a small brown cottage that has become a shrine to people of Mormon faith, was the birthplace of Mary Ann Angell in 1804. She married Brigham Young in 1834, having met him in the Mormon colony at Kirtland, Ohio. She was his second wife, the first, Miriam Works, having died in 1832. When the practice of polygamy was incorporated in the Mormon religion about 1842, Mary Ann Young apparently acquiesced but was given a separate house for herself. Because of her piety she gained great respect from her husband's followers and came to be known as 'Mother Young.' It is likely that the house on Smith Street was used by Brigham Young during some of his later visits to Rhode Island.

Southern Part of City, on East Side of Providence River

87. The *Site of Fox Hill Fort* is bounded by Fox Point Blvd., Thompson, Brook, and Wickenden Sts. There was a fort here during the Revolution, Esek Hopkins commanding the battery. In 1775 there were six 18-pound cannon and four smaller ones.

88. At *Tockwotton Park*, bounded by Fox Point Blvd., Ives, East, and Wickenden Sts., once stood the famous Tockwotton Hall, an inn patronized by travelers on the Boston and Providence Railroad after its establishment in 1835. The rail terminal was located at near-by India Point.

89. The *Washington Bridge* crosses the Seekonk River from Fox Point Blvd. The present structure, erected in 1930, is approximately on the site of the ferry landings which were used from 1739 to 1793. In the latter year the first bridge was erected here by John Brown.

90. *Roger Williams Square*, bounded by Williams, Gano, Power, and Roger Sts., occupies the site from which Roger Williams was greeted by friendly Indians in 1636. Subsequent filling has placed the shore line beyond where it was at that time, and the actual 'What Cheer Rock' is buried beneath the park. A monument in the park records the landing of Williams, the founding of the city, and the establishment of the principle of religious liberty.

Southern Part of City, on West Side of Providence River

91. *Field's Point*, at east end of New York Ave., marks the mouth of the Providence River. This land, much of which was cut away when the municipal dock was built, originally belonged to William Field. The town acquired it in 1825 and built a 'pest house' or smallpox hospital on it. During the late 19th century a shore resort famous for its clambakes was located on the point. Today, occupied by a lumber yard and the municipal dock, it is the mooring place for virtually all of the foreign cargo ships that enter Providence Harbor.

92. *Fort Independence*, New York Ave. and Georgia St., has now been converted into a park. In 1775 Robin Hill and Sassafra Point were fortified and connected by earthworks. In 1812 these forts were strengthened and a third, Fort William Henry, was added at the southeastern extremity of Field's Point. These have all disappeared except that on Robin Hill, now called Fort Independence. The State has erected a marker at the top of the hill, and the Works Progress Administration has restored the old fort, graded the land, and converted it into a park. Its high location, once used for spying on enemy ships, affords a fine view of Narragansett Bay.

93. The *Gorham Manufacturing Company* (open weekdays 9-4; guides available), Earl St. near Reservoir Ave., manufactures more sterling silverware and more ecclesiastical articles than any other plant in the world, and it has the largest foundry for the casting of bronze statues, memorial tablets, and wrought metal doors. Silver plate is extensively manufactured. Every process in the production of fine metal ware, from the artist's design to the finished product, is carried on. It is especially interesting to watch the master craftsmen at their benches as they work at a craft which antedates recorded history and has numbered among its practitioners such outstanding artists as Benvenuto Cellini. The company was founded in 1831 by Jabez Gorham, an apprentice to Nehemiah

Dodge, the first fine metal artisan in Providence. New methods such as electrolytic plating have revolutionized the technique of manufacture since that time, but the spirit of master craftsmanship remains the same.

Eastern Part of City

94. *Moses Brown School*, 257 Hope St., occupies a large tract of land flanked by Hope St. and Lloyd Ave. It is an outgrowth of a short-lived Quaker school in session at Portsmouth from 1784 to 1788. Moses Brown donated the present site, a part of his farm, for re-establishment of the school in 1819. The campus contains a large main building, several smaller ones, and complete athletic equipment. Much of its acreage is shaded by beautiful old elms. Activity has been uninterrupted since 1819, and it enjoys high standing among American preparatory schools (*see Education*).

95. The *Dexter Asylum*, bounded by Angell and Hope Sts., was left by Ebenezer Knight Dexter to the town in 1824 to be used as a poor farm. Dexter's will stipulated that a high stone wall should always enclose the ground, and the story is that the height was supposed to be nine feet, but the objecting neighbors managed to effect a compromise with the builders by having three feet of the wall put under ground. The will also demanded that the superintendent of the asylum give an accounting to the freemen of Providence once a year, and provided a sum for the ringing of church bells on the occasion. This ceremony is still performed every year.

96. The *Ebenezer Knight Dexter House* (Stimson-Diman House, Diman House) (*private*), 300 Angell St., is a frame Georgian Colonial structure erected about 1800 either by Knight Dexter or by his son, Ebenezer Knight Dexter. It was purchased in 1811 by Alexander Jones who arranged the roof with balustrade and chairs in order to enjoy the fine view of the bay on clear days. In 1837 John J. Stimson added the eastern wing.

97. The *Governor Elisha Dyer House* (*private*), 154 Power St., is one of the finer examples of John Holden Greene's frame houses, and was built in 1818 for his own use. It was later occupied by Elisha Dyer, Governor of Rhode Island from 1857 to 1859, and by his son, Elisha, who was Governor from 1897 to 1900.

98. The *Old Friends Meeting-House* (*not open*), 77-79 Hope St., is a severely plain structure recalling the austerity of the early Quakers. Built in 1723, it was originally located on Stampers Hill near the foot of Olney Street. In 1784 it was moved to the corner of North Main and Meeting Sts., the site of the present Friends Meeting-House. When the latter structure was erected in 1844-45, the old building was moved to the location it now occupies.

99. The *Gaspee Room*, where the burning of H.M.S. 'Gaspee' was plotted, is an addition to the house at 209 Williams St. It was taken from the Sabin Tavern (*see No. 77*), and moved to this spot in 1891.

100. The *Halsey Mansion* (*private*), 140 Prospect St., was built in 1801 by Thomas Lloyd Halsey, 'away out on his farm.' He was a famous *bon vivant* in Colonial days, and there is a legend that he kept live terrapins in his cellar. For many years during which the mansion was empty, Negroes in the vicinity were convinced that a piano-playing ghost haunted the property. They would not enter the house under any circumstances, and at night always gave it a wide berth. It is also said that a blood-stain on the floor has defied many years of scrubbing.

101. *St. Joseph's Church*, cor. Hope and Arnold Sts., a granite Victorian Gothic edifice, is the oldest Catholic church in Providence. The cornerstone was laid in 1850 and the completed church consecrated in 1855. Some additions and alterations have been made since that time. The architect was P. C. Keeley of Brooklyn. Its high, solidly built tower stands out boldly against the sky in the vicinity of Fox Point. The chapel seats about 1300 people, and is lighted by 16 attractive stained-glass windows. Bishop O'Reilly was the founder.

102. The *Tillinghast Burial Ground*, 400 Benefit St., is named for Pardon Tillinghast, who came to Providence in 1645, built the city's first wharf in 1680, became a Baptist pastor and built the first church in 1700, and established this as his private burial ground. He died in 1717 and is buried here with members of his family.

Western Part of City

103. The *Burrington Anthony House* (*private*), 138 Atwells Ave., was owned by a faithful follower of Thomas Dorr to whom he turned over the house as headquarters during the Dorr Rebellion. Cannon commanding the city below were placed in front of the house at that time. It is a two-story frame Georgian Colonial house built about 1780.

104. The *Cathedral of SS. Peter and Paul* (Roman Catholic), Weybosset St. at western junction with Westminster St., was dedicated in 1889, replacing a former structure built in 1878. Built of brownstone, the cathedral is cruciform and faces north and south with two high square towers at the north entrance. The aisle walls, with buttresses and spired corner piers, support a gable roof. There is no clerestory wall; the interior consists of a nave and single aisles, but the clerestory has become virtually dissolved in the proportioning demanded by the gable roof. The nave is five bays in length. The chancel and east and west transepts consist of one bay apiece. Many collaborators worked on the edifice. The architect was P. C. Keeley, the decorator, Bodes; the excellent stained-glass windows were executed by Pustato of Imsbruch, the cartoons by Kline, the ceiling paintings by Lamprecht, the piers by Theis and Trueg, and the statuary by Sibyl and Birk. The piers, ribs, and arches are gilded.

The small square at this junction is known as *Cathedral Square*. In the center is a statue to Thomas A. Doyle who, with the exception of four years, was Mayor of Providence from 1864 to 1886. Doyle Avenue, on the east side of the city, was named for him, and the statue was dedicated in

1889. On this site, in the 18th century, were scales where farmers weighed their hay.

105. The *Dexter Training Ground*, bounded by Dexter, Cranston, Parade, and Hollywood Sts., covers nine acres and was donated to the town by Ebenezer Knight Dexter in 1824. It served as a training ground during the Dorr Rebellion, the Civil War, and the Great War. At the north end is a statue of the donor, erected in 1893, the gift of the late Henry C. Clark. Just to the south of the training grounds is the *State Armory*, built in 1906.

106. *Gasometer*, 82 Crary St., is a peculiar round structure with a black dome looking like an old derby hat. It is a relic of the gas-holders or gasometers used by the Providence Gas Company in earlier days.

107. *Hayward Park*, bounded by Friendship, Plain, and Maple Sts. and Beacon Ave., was in Colonial times divided into two parts, one being used as the Proprietors' Burying Ground and the other as a parade and training ground. Near-by, where the Point Street School now stands, were Rochambeau's headquarters prior to the Yorktown campaign. In 1786 the West Burying Ground was established adjacent to that of the Proprietors'. The bodies from both burying grounds were removed to Swan Point Cemetery subsequent to its establishment in 1847, and by 1876 both were vacated. A fountain was erected as a gift of Mayor William S. Hayward (1881-83), in whose honor the park was named.

108. The *Site of the Hoyle Tavern* is at the junction of Westminster and Cranston Sts. On this spot, now occupied by the Citizens' Savings Bank, a tavern was built in 1782. It was a favorite stopping place for travelers, and it was here that a group of prominent citizens met Lafayette when he came to Providence in 1824. The procession of the Dorrites began here on the occasion when they marched through the town in the hope of taking the arsenal.

ROGER WILLIAMS PARK

Roger Williams Park can be reached from Broad St., at approximately No. 1224, opposite Cass St., or from Elmwood Ave. near the Providence-Cranston city line. This park is well known throughout the country for its flower gardens and the beauty of its setting. With an area of 453 acres, 140 of which are occupied by lakes and lagoons, the park is an expanse of gently rolling hills and woodland. The flower gardens, astonishing in their color and variety, are taken care of by a large staff of experts, and the lawns and other cultivated grounds are well tended. In addition to the floral displays there is an *English Garden* and a *Dutch Garden*.

Its recreational facilities include a number of clay tennis courts (10¢ *per hour per person*), horseshoe courts, and skiffs for hire (25¢ *per hour*, \$1

deposit required). Launch rides (10¢) are also available. A merry-go-round, a toy gasoline automobile track, and pony rides are greatly patronized by the children.

Special features of the zoo are an aviary, a deer park, and a monkey island.

The park contains two museums: the *Betsey Williams Cottage* (*open*), a frame gambrel-roofed Georgian Colonial house built in 1773 and last occupied by Betsey Williams, a descendant of Roger Williams and donor of the original park property. The house is now used as a museum for Colonial furniture and items of Rhode Island historical interest. The *Museum of Natural History* (*open weekdays 9-5; Sun. 2.30-5.30; free*), is the only one in the State. Besides the usual zoological and botanical exhibits, it contains mineralogical and ethnological material, a noteworthy collection being that of Indian relics from many tribes in North and South America, as well as from the Narragansetts of Rhode Island.

The *Benedict Memorial* (Benedict Monument to Music) is a marble Ionic colonnade set in a natural amphitheater. Dedicated in 1924, it forms the setting for the Festival of Music held every June by the Providence Festival Chorus, the Goldman Band, and assisting artists.

W A R W I C K

City: Alt. 0-348; pop. 23,196, sett. 1643, incorporated 1931.

Bus Lines: Providence to Warwick Neck Station, serving Pawtuxet, Gaspee Plateau, Palace Gardens, Spring Green, Hoxsie, Conimicut, Shawomet, River-view, Old Warwick, Highland Beach, Bayside, Warwick Neck. Full fare 24¢. Providence to Oakland Beach, serving Silver Hook, Dryden Heights, Lakewood, Spring Green, Hoxsie, Conimicut, Oakland Beach. Full fare 32¢. Providence to East Greenwich, serving Norwood, Lincoln Park, Hillsgrove, Greenwood, Apponaug, Cowesett. Full fare 32¢. Providence to Arctic, serving Natick and Centerville. Full fare 30¢. Oakland Beach to Arctic. Full fare 20¢.

Airport: State-owned, cor. US 1 and Occupassatuxet Road, Hillsgrove. Located 8½ m. south of the center of Providence. American Airlines, Inc., transport and commercial. Waco Distributors Flying Service, transport and chartered. E. W. Wiggins Airways, Inc., transport and chartered.

Railroads: There are no railway stations in use. The N.Y., N.H. & H. R.R. Company's tracks pass through the center of the city, but stops are confined to freight service. The nearest passenger stations are in the City of Providence and the town of East Greenwich.

Tourist Accommodations: Complete hotel service is lacking. Numerous tourist overnight houses are located on all main highways, and south of Apponaug, on US 1, is a group of tourist cabins.

Streets: Duplication of street names throughout the city is common, but is being gradually eliminated; the section of the city should always be designated on correspondence.

Beaches: Salt Water: Warwick Downs, Gaspee Point, Rocky Point, Oakland Beach, Buttonwoods, Nausauket, Cedar Tree Point and Goddard Memorial Park. *Fresh Water:* Little Pond, Norwood; Gorton Pond, Apponaug; Little Pond, Oakland Beach; Warwick Pond, Hoxsie; Arnold Pond, Lakewood.

WARWICK, although controlled by a city form of government, is composed of many scattered villages. The term 'city' usually conveys an impression of hurrying crowds, active business centers, and crowded living conditions. This is not true of Warwick. There are no large shopping or business districts, and the widely spaced homes throughout the city present an appearance of quiet suburban life. Previous to 1931, Warwick was directed by the town meeting form of government. It was felt, however, that the town council, consisting of five members elected at large, was not representative of the varied political, geographical, and economic interests of the town. With the steady upward trend in population, the amount of administrative matters, too, increased to an extent where it could not be handled successfully by the five-member council, nor could important questions be properly discussed in a town meeting which seven thousand voters were privileged to attend. Warwick was incorporated, as Rhode Island's seventh city, on March 13, 1931, and the City Charter was accepted by the citizens at the polls April 21, 1931. A mayor and nine-member city council were elected November 8, 1932.

The city of Warwick is bounded on the north by Cranston, on the south by East Greenwich and North Kingstown, on the east by Narragansett Bay, and on the west by West Warwick. Coventry was set apart as an independent township in 1741, while West Warwick became a separate body in 1913. The southernmost section of Warwick, or Potowomut, is isolated from the rest of the city by the town of East Greenwich and East Greenwich Bay. The landscape of the city consists mainly of rolling hilly regions and of several valleys, running from north to south. The highest point, Rocky Hill in Cowesett, is 348 feet above sea level. The soil is suitable for the cultivation of many species of vegetables, plants, grains, and fruit trees. Truck gardens, orchards, and dairies are profitable.

The proximity to Providence accounts for most of the yearly increase in Warwick's population. Construction work in 1936 was largely confined to the erection of homes for newly arrived inhabitants. Between 1920 and 1930, Warwick was the fastest growing town in New England. The population increased from 13,481 to 23,196 in those years. The present estimated population of this, the youngest city in the State, is over 27,000 with a greater number expected by 1940.

Native Americans predominate among Warwick residents. The greater part are of British ancestry, in numerous cases dating back to the founding of the country. Racial segregation, while evident in places, is much less prominent than in former years due to the city's growth. The village

of Natick is an outstanding exception. In that community people of Italian origin and parentage are found living in a decidedly Old World atmosphere. The Italian language is in general use, while the gardens and arbors dotting the landscape are reminiscent of the mother country. Economic conditions of the entire nation in the last few years, however, have tended to break the community-consciousness of these people, and their participation in city affairs is becoming more marked. Only about two per cent of the population is Negro.

Six local mills, the largest ones engaged in dyeing, bleaching, and finishing, employ the major portion of the city's workers, while farms and small businesses provide a small percentage with employment. Many residents commute daily to neighboring cities. Some farm produce finds a market within the city, but a larger amount is trucked away. Clams, quahaugs, little necks, oysters, and scallops are taken from the water in great numbers, and local dealers ship shellfish daily to New York and elsewhere. There are several mushroom farms.

The charm of Warwick, which is a city in law but not one by nature, lies in its attractive residential suburbs, opportunities for bayshore recreation, and visits to historic sites. With its entire eastern boundary on Narragansett Bay, Warwick has many salt-water beaches. The population is swelled each summer by inland residents who have summer homes in the bay communities. Day visitors, too, in great numbers, take advantage of the easy access to Warwick's beaches and resorts. At low tide scores of people may be seen digging for clams and quahaugs for home consumption. Fresh-water ponds also popular for swimming are in Lakewood, Norwood, Hoxsie, Oakland Beach, and Apponaug. Ice-boating on the ponds is becoming more prominent with each season, while the hills of the city make possible excellent tobogganing and skiing. Fowl and small game are found in the wooded and sparsely settled districts, but not in great amount.

Samuel Gorton, founder of Warwick, arrived at Boston, Massachusetts, from England in March, 1636. A man of rugged individualism and a strict believer in legal formalities, Gorton's first few years in this country proved troublous. Forsaking Boston after a short time, he established residence at Plymouth and later at Pocasset, or Portsmouth, Rhode Island. The non-conformist Gorton was expelled from both these settlements for contempt of the civil authorities. On one occasion in Plymouth he was disciplined for daring to defend his maidservant who was censured for smiling in church. Journeying to Providence after a brief residence in Portsmouth, Samuel Gorton was denied freemanship in Roger Williams' town unless he retracted his outspoken opinion in regard to the authority of the Colonial Governments. Gorton held that no group of colonists could set up or maintain a government without royal sanction, and since no settlement in Rhode Island at this time had any such sanction, the opinion was a dangerous one. However, Gorton was permitted to stay in Providence if he would conduct himself in a peaceful and orderly manner. He was constitutionally unable to do this; he gathered a group

of partisans, other men who liked to fight the ruling clique. After a street riot in which blood was shed, November 15, 1641, the Gortonists fled from Providence to escape reprisals, and sought refuge at Pawtuxet. Their arrival caused a flurry of dissent among the inhabitants at Pawtuxet, and four of the previous settlers there applied for admittance to the jurisdiction of Massachusetts (*see History*).

Seeking to evade the authority both of Massachusetts Bay and of Providence, Samuel Gorton and others purchased lands at Shawomet from Miantonomi, a sachem of the Narragansetts, on January 12, 1643. The price paid was 144 fathoms of wampum, or about \$175 in our present currency. Gorton and his followers built their first homes in the section of the present city still known as Shawomet, to the north of the Warwick Neck lighthouse. The small company was destined, however, to be the object of continued persecution even in this wilderness.

Pomham and Sacononoco, subordinate Narragansett sachems, were induced by some white settlers at Pawtuxet, who were antagonistic toward the Shawomet colony, to submit themselves and their lands to the jurisdiction of Massachusetts. In addition, the two sachems denied having assented to the sale of Shawomet to Gorton. The Massachusetts Bay Colony summoned the purchasers to appear in Boston to answer the charges pressed against them. Gorton and his band refused to comply and heated letters were exchanged by the two parties, which further heightened ill feeling. The opposition in Massachusetts toward the religious views of the Gortonites was also a factor in the controversy. The religious views of Gorton defy description; it may only be said that he was a strong individualist, opposed to any form of churchly restraint. Samuel Gorton revealed what he thought of the Massachusetts Church when he wrote, 'The scope of their doctrines was bent only to maintain that outward form of worship which they had erected to themselves, leaving those principles of divinity wherein we had been instructed in our native country, tending to faith toward God in Christ.'

Since several demands for the Shawomet leaders to appear in Boston met with absolute refusal, Massachusetts became exasperated and dispatched three commissioners and forty men in September, 1643, to compel compliance by armed force. A short, bloodless siege followed, and upon the capitulation of Shawomet, Gorton and six other purchasers were taken, in October, 1643, as prisoners to Boston. Confiscating livestock, and scattering the remaining inhabitants to various points of refuge, the victorious party left behind a scene of desolation.

In Boston, Gorton and the other purchasers were immediately arraigned before a tribunal. The inconsistency of the whole affair became apparent by the trial proceedings. No one appeared to protest of injury or wrong committed by the defendants, the charges of blasphemous opinions and utterances being preferred by the ministers and magistrates. Samuel Gorton denied the construction placed upon his writings, and four theological questions were propounded by the court to which he returned written replies. Blasphemy was punishable by death, and all but three

of the magistrates condemned Gorton to die. The Elders were in full accord with this verdict, but the deputies, by a majority of two, refused the death penalty. The men on trial suffered imprisonment until the next spring, and upon their release were banished from Massachusetts with the threat of death if they should return. Back again in Rhode Island the Shawomet purchasers found a temporary haven of safety on the island of Aquidneck where they remained until 1644.

In the latter year, Samuel Gorton and Randall Holden went to England, as emissaries from the harassed occupants of the Shawomet lands, to gain protection from Massachusetts. The two colonists were befriended by Robert, Earl of Warwick, chief member of the Parliamentary Committee of Foreign Plantations during the Commonwealth period in England, who was instrumental in obtaining the guaranty of protection they sought. The town fathers subsequently bestowed the name Warwick upon the Colony in appreciation of this kindness. Thus shielded by the Mother Country, the settlers reopened their homes in Shawomet and started anew the developments they had been forced to abandon.

The first meeting of the Rhode Island General Assembly was held in Portsmouth in May, 1647, to organize a government under the Commonwealth charter. The charter mentioned only Providence, Portsmouth, and Newport, but the delegates from those towns agreed that Warwick should have the same privileges as Providence.

In 1647, the first local town officers of Warwick were selected. Town meetings were held in taverns, or in the private homes of the various officials. The date of the first town house is uncertain, but it is believed that one was not erected until 1676. In contrast to the enthusiasm of present-day political campaigns, we learn that the town fathers were sometimes forced to hold the threat of a fine over the heads of many prospective incumbents to insure their induction into office.

King Philip's War, 1675-76, caused an abrupt pause in the growth of Warwick. Beset by danger on all sides, most of the settlers evacuated the township and once again found safety on the island of Aquidneck. During this period of exile every home in the town was destroyed, with the exception of one built of heavy stone. The end of the war saw the townsmen returning again to rebuild on the sites of ruined homesteads. One real benefit accruing from the hostilities was the knowledge that the defeated Indians were beyond the power to endanger them further.

The years that followed the close of King Philip's War found a new zest applied to commercial enterprises in the Colony. The added sense of security from the Indians induced many families to settle farther west in the township. Soon gristmills, fulling mills, and other establishments were operating on the banks of the Pawtuxet River. The first mill had been erected at Old Mill Cove, Conimicut, as early as 1651. This was followed by one at Tuscatucket, 1677, and a sawmill and gristmill at Centerville, in 1677. The fulling mill constructed at Apponaug in 1696 gave the name Fulling Mill to that hamlet for a period of time.

Gorton, Holden, John Warner, and most of the other leaders in the early years had had some formal education. But hardships and privations delayed the local development of public education. Prior to 1716, schooling was considered a private concern. In that year a Proprietors' School was established in the Old Warwick section of the township. The structure served also as a meeting-place for public gatherings. At the close of the eighteenth century, local interest had increased so that school committees were organized, and the town was divided into districts. State and town appropriated annual sums for the maintenance of the schools. The Reverend Zalmon Toby of Apponaug was appointed, in 1845, to serve as the first superintendent of schools, receiving a yearly stipend of fifty dollars. As the town grew during the nineteenth century, more schools were erected.

The Revolutionary War did not affect Warwick as directly as it did many other New England towns, but it brought military fame to several inhabitants. The Kentish Guards sent to the war General Nathanael Greene, second in command of the Continental forces serving under Washington; Colonel Christopher Greene, an able militarist who was captured and killed by his enemies in a night attack while in command of troops on the Croton River in 1781; and Colonel Christopher Lippitt, in command of a Rhode Island regiment.

With the rise of the textile industry in Rhode Island, Warwick became active along that line. The value of the Pawtuxet River as a source of water-power, flowing as it does through many miles of the township, is plainly evident. The first mill to manufacture cotton goods by machinery in Warwick was founded by Job Greene in Centerville, in 1794. This was four years after Samuel Slater had started the first mill in Pawtucket. The advent of textile manufacturing brought a rapid increase in the population, as people moved in from rural areas, and mill villages soon were scattered over western Warwick. There were textile mills in Anthony and Hope by 1806, in Natick and Crompton by 1807, in Lippitt and Phenix by 1810, at Riverpoint in 1813, and at Arctic in 1834. Many more plants were established later. The B. B. & R. Knight Corporation secured large mill holdings in the western part of the township after 1870, later disposing of them to various concerns. The Pontiac Finishing Plant, located in Warwick, was the only mill running in the formerly huge chain of Knight mills in this section in 1936. Many of these mills are now in the towns of West Warwick and Coventry, originally part of Warwick. (For points of interest in WARWICK see *Tour 1*.)

W E S T E R L Y

Town: Alt. 15, township pop. 10,997, sett. 1648, incorp. 1669.

Railroad Station: N.Y., N.H. & H. R.R., Railroad Ave.

Accommodations: Five hotels situated within the limits; many hotels and cabins at or near the various beaches in the township.

Theater: The Westerly Players, in old Lyric Theatre, occasional performances.

Fishing: Watch Hill to Quonochontaug. Clams and quahaugs in Little Narragansett Bay. Lobsters.

Swimming: Watch Hill, Misquamicut, Weekapaug and Quonochontaug.

Annual Events: Carnivals sponsored by the Society of Elks at Dixon St. and the Fireman's Organization at Main St., during the later summer months.

WESTERLY, its name derived from its westerly position in the State, is a town with no great pretensions to wealth, and only a few traces of its historic heritage. These examples of early architectural trends are found principally among the outlying farms, though a few old homes remain, tucked between modern structures along the elm-shaded streets. Descendants of many of the families whose names are found in the records previous to 1700 still live in Westerly.

Today Westerly appears as a typical New England town; its atmosphere of culture is blended with the successful air of a progressive industrial center. The town produces woolens, elastic webbing, silk, novelty curtains, and granite. Wilcox Park, in the center of the town, is a spacious green flanked on one side by public buildings of granite, and on the other side by residences. The near-by summer resorts give a festive and holiday spirit to the village streets.

The mills are clustered around the falls of the Pawcatuck River, the western limit of the town and the State boundary separating Westerly from the neighboring village of Pawcatuck in Stonington Township, Connecticut. Other mills are in separate villages, such as Bradford to the east. The resort beaches are strung along the south shore, on Long Island Sound, where large estates are interspersed with colonies of small cottages.

The township, which includes at least nine villages in addition to Westerly itself, covers about thirty-six square miles. The surface of the township is rough and considerably broken, especially in the northeast and the southeast. A considerable part of the soil is Glocester stony loam. The sandy beaches of the coast alternate with sections of large rocks and outlying reefs that have caused many shipwrecks. The land on both sides of the Pawcatuck River near the ford (*see below*) was formerly known as Pawcatuck Bridge. The two settlements, Westerly and Pawcatuck,

although lying in different States, are served by the same post office, railroad depot, express companies, public utilities, and wharves.

The Indian name for the area extending approximately four miles to either side of the lower Pawcatuck River was Misquamicut, 'a place for catching salmon.' Prior to the arrival of the whites it was disputed ground, claimed by the Niantics, Pequots, and Narragansetts, and permanently occupied by none of them, although they left their traces in present-day place names: Mastuxet, Misquamicut, Pawcatuck, Powaget, Shannock, Watchaug, Yawgoog, and the like.

When the English settlers came, the Niantics were in power under Ninigret, a sachem of considerable military reputation, craft, and pride. In 1664-65 he turned back several attacks of rival Indian tribes and one invasion by white troops from Connecticut.

The first Europeans to visit the shores of Westerly were probably Dutch traders who came to exchange cloth and metal instruments for furs. Captain Adriaen Block (for whom Block Island, off Point Judith, is named) explored the coast in the 'Onrust' in 1614, and recorded his observations in a journal, in which the present Pawcatuck is called the East River, which empties out past 'a crooked point, in the shape of a sickle.' The early Dutch explorers, who made no permanent settlement, evidently ascended the river as far as Pawcatuck Rock, opposite the present Westerly Yacht Club. The first record of Englishmen on Westerly soil relates to Captain John Mason of Connecticut, who camped the night of May 24, 1637, on Fort Neck, in what is now Charlestown, then next day led his company of white soldiers and Indian allies through what is Westerly enroute to attack the stronghold of the Pequot Indians.

The first permanent settlers were probably John and Mary Babcock (1648). John Babcock was a Plymouth man who moved to Newport where he worked for a Thomas Lawton. John fell in love with his employer's daughter Mary; after several 'delightful trysts . . . about Aquidneck's ancient trees,' they eloped from Newport in a small open boat. They built their home near Mastuxet Brook (*see Tour 1A*).

John Babcock and one or two others attempted unsuccessfully to purchase land from the Indians in Misquamicut in 1658. Two years later a private company was formed in Newport for the purchase of the Misquamicut tract, as the Westerly region was then called. June 29, 1660, this group secured a deed from a renegade Pequot named Sosoia, who claimed title to the tract from Miantonomi (then deceased) and Ninigret. The claim was disputed. Massachusetts claimed jurisdiction by right of conquest, because of the aid given Connecticut in the Pequot War. After Stonington, Connecticut, was settled the people of that town also claimed some Rhode Island territory on the east side of the Pawcatuck. Under a Connecticut grant, in fact, a Thomas Stanton had built, in 1649, a trading post within the present Westerly. To clear up part of these difficulties, the Newport company secured, June 25, 1661, a confirmation of Sosoia's deed from Wawaloam, the widow of Miantonomi; and

August 27, the Newport speculators, including John Coggeshall, John Crandall, William Vaughan, and Hugh Mosher, petitioned the Rhode Island Assembly to help them take possession of their claim. The company, of eighty-six members, had previously subscribed (March 21, 1661) to 'Articles of Agreement' under which, with amendments, subsequent individual land grants were made. Shares were sold to residents of Newport, Providence, and Warwick.

The first newcomers to Westerly entered upon their land about the first of September, 1661. Almost immediately they became involved in the Rhode Island-Connecticut boundary dispute (*see Boundaries*). In 1663, Westerly men tore down a house held by a Connecticut man on the east side of the Pawcatuck, and in 1671, Connecticut authorities arrested and took off to a Hartford jail John Crandall and several others. Arrests, fines, imprisonments, and disorders continued until the boundary line was settled in 1728.

Shortly after Westerly was incorporated (1669), as the fifth town in the Colony, with only about thirty families and twenty-four freemen (legal voters), the threat of King Philip's War drove many to Newport. Through the partially abandoned town (it had no representation in the General Assembly for five years) marched the Colonial troops, among them Major Robert Treat's company, on the way to attack the Narragansetts at North Kingstown (*see Tour 3*). From 1686 to 1689, when Rhode Island was a part of the Dominion of New England, the name of the town was Haversham. The sites of the present towns of Richmond, Charlestown, and Hopkinton were originally part of the township, so that Old Westerly had an area of 153 square miles.

For many years after the founding of the maritime and agricultural community of Westerly, life was very simple. An extract from the journal kept by the Colonial traveler, Madam Knight, on a journey from Boston to New York in 1704, describes Westerly in an unfavorable light. The house at which she stopped near the old ford was 'enclosed with clapboards laid on lengthwise, and so much asunder that the light came through everywhere; the doore tyed on with a cord in ye place of hinges; the floor the bear earth; no windows but such as the thin covering afforded; nor any furniture but a bed, with a glass bottle hanging at ye head on't; an earthen cup; a small pewter basin; a box with sticks to stand on instead of a table; and a block or two in ye corner instead of chairs. The family were the old man, his wife, and two children; — all and every part being the picture of poverty. Notwithstanding, both the hutt and its inhabitants were very clean and tydee. . . . An Indian like animal came to the door on a creature very much like himselfe in mien and feature, as well as ragged cloathing.'

A road, known later as Queen Anne's Road, was begun in 1667 to connect New London, Connecticut, with the Pawcatuck River. This highway was extended eastward about 1703 through the Narragansett country to the shore of Narragansett Bay, whence access to Newport was gained by boat. Cattle and horses, so important to the early settlers, were im-

ported from abroad at great expense and trouble. Sheep-raising in the early community was impractical because packs of wolves ranged the countryside. Bounties were paid by the Colony for wildcats, foxes, blackbirds, wolves, and other destructive wild life.

The first bridge across the Pawcatuck at the old ford on the Indian trail was built about 1712 by private subscription. Distant travel was slight. The New England mail route was established about this time, bringing Westerly into closer contact with its Colonial neighbors. The mail was carried on horseback. In 1735, a second bridge was built to replace the first, its cost shared by Connecticut and Rhode Island (*see Foot Tour 2, item 10*).

In 1740-41 occurred the 'hard winter.' Dr. MacSparran, the Episcopal minister in Narragansett, stated that the cold was so intense during this winter that 'a man drove a horse and sleigh on the ice from Hurlgate, near New York, to Cape Cod.' It is certain that persons 'passed and repassed from Providence to Newport on the ice, and from the main shore of Connecticut to Montauk Point.' There were more than thirty snowstorms, besides small flurries. On the 10th of March the snow was three feet deep; in the middle of April it was still lying in drifts by the fences. The intense cold caused a great loss of cattle and sheep and was especially destructive to game.

Perhaps the first Rhode Island shipwright on the Pawcatuck River was Joseph Wells, who built in 1681 the 'Alexander and Martha,' a forty-foot vessel for which he received an eighth share in ownership, and £165, partly paid in goods. From eighteenth-century docks along the river front, schooners and sloops made regular trips to New York and Providence. Local merchants took passage on these packet ships, and lived aboard while doing their business in the distant city. The river in those days was shallow and vessels were poled down the stream against head winds. In season great pyramids of scup or porgies were landed. These sold at one cent apiece as long as fit, but most of the pile passed on for fertilizer. Eelgrass was brought in later for bedding for the oxen used at the near-by stone quarries.

Shipbuilding continued well into the nineteenth century; many fishing vessels were outfitted for the Newfoundland and Labrador coasts until as late as 1836. In the 1840's several whaling vessels were also built in the yards along Margin Street (*see Foot Tour 2, item 15*). In the active days of the shipyards, Margin Street was only a cart path lined with buttonwood trees.

The military history of Westerly began in 1710, when the town sent twenty men, four of them Indians, to assist in the capture of Port Royal, Nova Scotia. A few Westerly men took part in the earlier King Philip's War, but the town was not subject to direct attack by the Indians. In April, 1745, troops from this part of the Rhode Island coast left New London for Louisburg, Cape Breton Island. During the period of King George's War, Westerly had four companies of militia under the command

of Captain J. Wells, Jr., Lieutenant Matthew Greene, and Ensign Edward Robinson.

According to tradition, one 'Nanny Sims,' whose husband was fighting with the English in the French and Indian War (1754-63), single-handed fought off three savages who attacked her house; one started to climb through a window, and two to climb down the chimney. Nanny threw her straw bed in the fireplace, smoking out the two redmen in the chimney, and then chopped off the head of the third with an axe.

Before the Revolution the poorer class of European immigrants secured passage to this country through indenture, whereby they were bound to service for a term of years after their arrival. One of these 'redemptioners' worked for a farmer in Westerly. After a season of willing service the laborer intimated that he should like to continue the arrangement permanently. He seemed depressed by the idea that on the expiration of his contract he would be obliged to toil for himself. Papers for life service were hence made out. On taking the pen to sign the instrument, the redemptioner hesitated, saying that he did not understand how the obligations of the old and new papers harmonized, since they overlapped in time. Explanations were in vain, so the two agreed to destroy the old paper. When the redemptioner raised his pen to sign the new paper, he again hesitated. The employer inquired the reason, since the laborer himself had proposed the life service. The latter replied: 'I was thinking of some advice that my father once gave me. He gave me good counsel, and I only wish I had followed it more closely. He once said to me, "My son, never sign your name to a paper of any kind." As I have signed one paper, but have just got rid of it, I think I shall not sign another. So, sir, I kindly bid you a good-bye.' The redemptioner walked away a free man, much to the chagrin of his erstwhile employer.

Westerly people sympathized generally with the Colonial side of the controversy that led to the war with Great Britain. In September, 1776, fifty men were enlisted to serve with the Revolutionary forces. Three companies of militia were furnished early in the war, beside recruits for the coast guard and the artillery; in 1781, four companies of militia were enrolled. In 1777, a party set out in three large boats, and in rounding Point Judith two of the boats were swamped and eight men were drowned. Throughout the Revolution the coast in this vicinity was much subjected to marauding expeditions by the British, so that a careful coast guard had to be maintained. It was at this time the French and Indian War signal stationed on Watch Hill was re-established as a lookout for British privateers.

The War of 1812 gave Westerly people a real scare when in August of 1814 a British fleet bombarded the near-by town of Stonington, Connecticut. A full regiment of Rhode Island militia was stationed near Watch Hill. Shortly before the war broke out, a special artillery company was formed in Westerly, and placed in command of Captain Joshua Hazard. The company kept a brass field piece ready for use on lower Main Street.

After the War of 1812 there were no calls for active military service until the Dorr Rebellion of 1842 (*see History*). To cope with this uprising Washington County sent 1100 men under command of General John B. Stedman of Westerly. During the period of the uprising, Westerly was under martial law. There was no bloodshed, but it is reported that General Stedman issued the following order: 'Boys, when you see the enemy, fire and then run, and as I am a little lame, I will run now.'

In May, 1806, the Federal Government purchased a tract of land at Watch Hill for a lighthouse; the first keeper served twenty-seven years. A major disaster off this point occurred in 1872 when the steamer 'Metis,' bound from New York to Providence, collided with the schooner 'Nettie Cushing' and sank within three-quarters of an hour. A government life-boat, which had been at the lighthouse for twenty-three years but never used, was manned by Westerly men who saved thirty-three persons of the hundred or so on board. The lack of adequate life-saving equipment near Westerly caused the Government to erect, in 1879, a life-saving station at Watch Hill.

At some time in the late eighteenth century, a section of the village of Westerly along Main Street, between Beach and School Streets, became known as Bungtown. The name seems to have come directly from the prevailing liquor business. Gin, rum, and molasses were the stock in trade along the waterfront, and there were many bungs in the cellars of the buildings here.

On the west side of Main Street by the upper Wells Brook, Abial Sherman built a tannery; on the east side by the lower Cross Brook was the Cross tanyard, destroyed by fire in 1851. These tanyards not only used native hides, but also ground the native bark used in tanning them, and at times when the mud was too deep on Main Street, tanbark served for sidewalks. Westerly's first newspaper, though not a printed one, was the 'Bungtown Patriot,' a single hand-written sheet brought out March 1, 1825, by Charles Perry. A copy of this paper is in the possession of the Westerly Library.

The industrial history of Westerly dates from the nineteenth century. Little mill manufacture was carried on prior to 1800, although the early settlers had used some water-power in the Pawcatuck River before 1750. In 1814, the Pawcatuck Manufacturing Company established on Main Street the Old Stone Mill, razed in 1935. At first woolens were manufactured here, and then cotton goods. In 1814, also, a cloth-shearing machine was invented by Deacon William Stillman and used in his mill at Stillmanville. A canal was dug from Westerly to Stillmanville in 1827. Blodgett, Stafford and Simmons succeeded the Pawcatuck Manufacturing Company and later purchased other water privileges at Stillmanville and White Rock.

In 1806, Joseph Barton Stillman, silversmith, began business in Westerly, and this concern, after several changes in ownership, is conducted by William H. Goodgeon.

Westerly's main industry is the granite business. The granite resources of the township were discovered in 1846 by Orlando Smith, who founded in the following year the first quarry company. Since that time several other granite companies have been organized in various places throughout the township. Westerly granite is fine-grained, susceptible to delicate carving, and hence particularly suitable for memorial purposes. The local quarries yield four varieties of stone: a red variety commonly used for building blocks, and white, blue, and pink granite usually employed for monuments. Since the middle of the nineteenth century the Westerly granite quarries have held a position of national repute.

Westerly's first printed newspaper, the *Literary Echo*, was published in 1851; it became the *Westerly Echo and Pawcatuck Advertiser* in 1856, and the *Narragansett Weekly* in 1858, when the paper was acquired by the Utter family. The *Sabbath Recorder*, owned and published by George B. Utter and previously published in New York, was issued from this establishment 1861-72. The *Westerly Daily Sun* was established as a daily in 1893 by George B. Utter. Because there are many Seventh Day Baptists in Westerly, to whom Saturday is the Sabbath, the *Sun* has no Saturday edition, but a Sunday evening number instead.

The first call to arms in Westerly in the Civil War was made on April 16, 1861. The Westerly Rifles, consisting of 107 men and officers, marched immediately thereafter with the First Rhode Island Regiment. Westerly lost about 62 men in the war. When the Spanish-American War broke out in 1898, Westerly again sent a company of men. When the United States entered the World War in April, 1917, Westerly sent at once a company of 109 men who, after two weeks' extensive training, went on guard duty in this country. Subsequent enlistments, or enrollments under the draft acts, swelled this total. From April, 1917, to May, 1918, a special organization was established to preserve the public peace in the absence of the National Guard.

The population of Westerly consists largely of people who are American-born and of English ancestry. The following countries have contributed to the town's foreign-born population: Italy, England, Scotland, Ireland, France, Germany, and Poland. The Italians predominate and are inclined to group together in districts, some in the northern section and others in the northeastern, and here the native tongue is frequently spoken, although today a large percentage speak English as well as Italian. At one time these Italians were confined entirely to the northern part of the town, but of late years, due to intermarriage and other reasons, they have become scattered throughout the township.

Westerly has about eighteen churches, several of which were founded very early. The first organized parish in Old Westerly was that of the Sabbatarians, that came into being about 1671. The first Sabbatarian meeting-house was built about 1680, and its regular minister was John Maxson, ordained Elder in 1708. He was succeeded by his son, who died in 1747. A Presbyterian minister, Joseph Park, was sent to Westerly in 1733 by the New England Society for the Propagation of the Gospel.

He was given a twenty-acre lot by the Indian chief, George Ninigret. The evangelist, George Whitefield, visited Westerly in the 1740's, and it is said that Park's church benefited particularly from the subsequent revival movement. There was a Quaker meeting-house in Westerly in 1744, and an Episcopal church by 1746.

FOOT TOUR 1 — 1.1 *m.*

1. The *United States Post Office* (1914), cor. Broad and High Sts., is outstanding among the few large buildings in Westerly; its most striking feature is the curved white marble façade which follows the line of the lot. The building, designed by James Knox Taylor, is so placed upon an irregular piece of land that it can be seen from nearly any angle. The circular façade with wide pavilions at either end, is adorned with a central colonnade of fluted Doric columns. The main cornice is ornamented with lions' heads, and the roof, of green dull-glazed tile, is designed in Greek face pattern. The side walls of the building are relieved by pilasters and windows. The lobby has a terrazzo and marble floor with cream marble wainscoting. Much of the interior detail is set off by bronze or cast-iron ornamentation.

E. from High St. on Broad St.

2. *Westerly Memorial Building and Library* (open weekdays 9-9, Sun. 2-6), Broad St., was erected in 1894 as a memorial to the veterans of the Civil War; it serves both as a library and social center. The main section of the buff brick and red granite structure is two stories high with a tower and red tile roof trimmed with terra-cotta. The Broad Street entrance has massive oak doors beneath a stone arch. A recent addition to the east end of the original building, a children's library, is known as the William D. Hoxie Memorial. It is a yellow brick structure with red granite trim and red tile roof, similar in line to the older structure. The people of Westerly subscribed \$25,000 to the original building fund and larger amounts were donated by the late Stephen Wilcox and his widow, Harriet Wilcox. Mrs. Wilcox (d. 1901) made provision in her will for the perpetual support of the library, which contains at present more than 53,000 volumes, including many important works on local history. The building also houses an assembly hall, art gallery, gymnasium, special children's library, and a museum. In the museum is a good mineral collection. The *Art Gallery* (open weekdays 9-5), opened in 1902, usually has on display about twenty-five paintings and several pieces of statuary. Among the latter are busts of William McKinley and Harriet Beecher Stowe by Edward Pausch, who maintained a studio in Westerly for fifteen years. There is also a bronze bust of Stephen Wilcox by John Quincy Adams Ward.

3. Union Street, opposite the Library, was formerly called *Cooky Hill*, though the reason is uncertain. According to one tale a Captain Lan-

phear, who was engaged in fishing about 1838, named the spot because of its similarity to another Cooky Hill near New York where he used to land to clean fish. On this short street, or Cooky Hill, were formerly three school buildings and a meeting-house. The old *Red Schoolhouse*, now at 11 Union St., is used as a dwelling. *Pawcatuck Academy* was razed in 1892, and the third school, *Union Academy*, has been moved, as a dwelling-house, to 27 Granite St. The *Union Meeting-House* (1822), which stood on the site of the present Old Town Hall, was what its name implies, a house for church meetings regardless of creed. From its steeple in 1823 was rung the first bell used to call the people of Westerly to worship; the old bell now stands on the grounds of Christ Church. On the site of the Union Church the present *Old Town Hall* was erected (1874) (*open weekdays 8.30-4.30; Sat. 8.30-12*). It is a two-story brick building with a tower. After the erection of the New Town Hall, in 1912, this building was used as a manual training school, until the Junior High School was completed in 1931. Since then it has been headquarters of the Director of Public Aid, State Unemployment Relief, and the local chapter of the American Red Cross. Union Street has been graded so that the old buildings stand high in the air.

4. *Westerly Town Hall and Courthouse* (*open weekdays 9-4, Sat. 9-12*), cor. Union and Broad Sts., is a two-story granite structure designed by William R. Walker and Son of Providence. It is stately in appearance with a pedimented Ionic entrance portico. On the first floor are suites, finished in quartered oak, for the town officers, and on the second floor is a large assembly hall. The south end of the building, owned by the State, is occupied by the Third District Court, and the Superior Court for Washington County.

5. *Wilcox Park*, opposite the Town Hall on Broad St., in the center of Westerly, is the gift of Harriet Hoxie Wilcox. It is laid out in a natural informal plan. Among the many species of trees represented are the Scotch elm, umbrella, Nordman fir, black walnut, buttonwood, gum, ginkgo, and basswood. The spacious lawns of velvety green, and various kinds of shrubbery, artistically arranged, make this park a restful retreat. There is also a small pond where children sail boats, or skate in season. Near the Broad St. entrance is an illuminated *Fountain* erected recently to the memory of Stephen and Harriet Wilcox, benefactors of the town. The park, though controlled by a private corporation, is liberally endowed for public use.

6. *Christ Church* (*open*), cor. of Broad and Elm Sts. The society of this Episcopal church was organized by Westerly people in 1833-34. Two years later the society erected its first church building, on the first site of the old Red School; this church burned in 1872, and only the organ, the first in Westerly, was saved. In the fall of the same year a temporary frame church was built. In 1891, the Rev. E. W. Babcock gave the parish the lot on which the church now stands. The present granite structure, erected in 1894, is designed in a modified English Gothic style. On the east side of the building is a tower and spire, erected in 1905, containing

chimes. The church is ivy-covered. To the rear, standing on the ground, is the first church bell used in Westerly.

E. from Elm St. on Granite St. to Highland Ave.

7. *Westerly Junior High School* (1931), Highland Ave., is a two-story building of red brick with gray granite trim, designed in the Georgian style. The cornice and front pediment are of wood painted to match the granite trim. The auditorium seats 725; an athletic field to the rear is used for a public playground during the summer.

8. The *Smith Granite Quarry* (*open*), 116 Granite St., was established in 1847, the oldest in Westerly. A marker near the quarry reads 'Near this spot in 1846 ORLANDO SMITH Stone mason from the neighboring State of Connecticut, searching for Stone of Superior Quality, discovered the hidden Deposit of WESTERLY GRANITE and founded here a Granite Industry.' In the office are pictures showing the history of the granite industry from the time oxen were used to draw away the stone, cut out by hand drills, down to the modern times when trucks do the hauling and boom derricks and compressed air drills do the hoisting and drilling. Gilman air drills cut away the first large blocks. The pieces to be worked are taken to a finishing shed, where they are polished and inscribed. The Rhode Island block in the National Monument at Washington was taken from this quarry, as was the stone for the Roger Williams Monument in Roger Williams Park, Providence. Perhaps the most famous work done here was the 'Antietam Soldier' for the battlefield of Antietam. It was cut from a single block that weighed 60 tons.

9. The *Joshua Babcock House* (*private*), 124 Granite St., was built about 1750. It is a fine two-story, white frame, gambrel-roof structure with a central stone chimney. The heavy well-proportioned door is flanked by hand-carved pilasters, and is surmounted by a broken-scroll pediment. In the interior a fine stair rail is designed with twisted balusters. The parlor, with its corner cupboard, has wooden shutters and paneled walls. The original kitchen, now a living-room, contains a huge fireplace and oven with appropriate fittings for open-fire cooking. Wide plank floors and corner posts in many of the rooms reflect the sturdy construction of the frame. Dr. Babcock (1707-83), a physician and town leader, was also Chief Justice of Rhode Island (1749-51, 1763-64), a major general in the Revolution, and a Baptist member of the first board of trustees (1764) of Rhode Island College. Benjamin Franklin was a frequent visitor here, and he is said to have put lightning rods on the house. In the ell off the main house was the first post office for Westerly (1776). For several years after 1848 the house was occupied by Orlando Smith, founder of the granite quarry; it is still owned by one of his descendants.

FOOT TOUR 2 — 0.7 m.

South from Broad St. on Main St.

10. *Pawcatuck Bridge*, over the Pawcatuck River, was built jointly by Rhode Island and Connecticut in 1932. The span is a 'T beam' slab type of reinforced concrete, 115 feet long, which rests on two concrete piers rising about 10 feet above high water. At both ends of the bridge, on the south side, are small parks, beautifully landscaped with shrubbery, maintained by the separate States. An old *Indian Ford* over the Pawcatuck River south of this bridge was used until 1712, when the first bridge was built across the river. A second bridge was erected in 1734, Rhode Island building the east and Connecticut the west half. Across this ford, and over the bridges which succeeded it, passed the east and west traffic between New London and Providence. The Boston Post Road from New York to Eastport, Maine, which in many places followed Indian trails, was laid through Westerly in 1727, and through the town still passes the great bulk of the east and west coastal traffic in southern New England.

11. *Washington Trust Company Building*, cor. of Main and Broad Sts., is an attractive four-story structure of Indiana limestone with Westerly granite trim, designed in the modified Italian Renaissance style. The high rusticated first story is pierced by three large arched windows. The façade is adorned with Ionic pilasters, a simple dentiled cornice, ornamental balustrades, and is crowned by an overhanging tile roof. This building, designed by York and Sawyer of New York, was opened in 1925. The Washington Trust Company, the oldest bank in Westerly and the third oldest in Rhode Island, dates from August 22, 1800, when the Washington Bank first opened its doors for business. In 1836 a new building of Greek Revival design was erected for this bank, the first large building in Westerly to be made of local granite. The Westerly Savings Bank, organized in 1854, shared quarters with the Washington Bank, which became the Washington National Bank in 1865; the two united in 1904 to form the Washington Trust Company.

12. *Pawcatuck Seventh Day Baptist Church* (open on application at 118 Main St.), 120 Main St., is a white frame structure, rectangular in plan, with a gable roof and tall front steeple. The main floor is raised on a high basement story. The entrance portal, protected by a pedimented Doric portico, is approached by a twin flight of steps. A minor central entrance at the ground level leads to the basement. The design of the church is distinctly of the southern type.

In 1840, the Westerly Sabbatarians who had attended the Hopkinton Seventh Day Baptist Church formed the Pawcatuck Seventh Day Baptist parish. At that time Westerly with a population of 1912 had two churches — Baptist and Episcopal. The Seventh Day Society at first held meetings in the Union Meeting-House; eight years later the parish

built the present church. The Bible which was used at the dedication of the church is still in service.

13. The *Lucy Carpenter House* (*private*), or the Hickox House, 196 Main St., was standing in 1730; the date of its erection is uncertain. The house has been remodeled but it retains most of its original features. It is a one-and-a-half-story white frame structure with a gambrel roof, central brick chimney, dormer windows, and a small ell in the rear. The great oak beams and corner posts are put together with wooden pegs and hand-made nails. The corner posts are of the 'gun-stock' variety, larger at the top than at the base. The house is named for Lucy Carpenter who lived here for 68 years in the 19th century. She is remembered as being a very keen and able woman and her opinions were much respected by the prominent citizens of the town.

Continue S. from Main St. on Margin St.

14. The *Captain Card House* (*private*), 12 Margin St., is a one-story white frame building facing the Pawcatuck River (about 1750). It has two ells, one on the south side and one at the rear, a gable roof, small-paned windows, a central and an end stone chimney. Local tradition attributes the building of this house to John Lewis, one of the original settlers in Westerly. The house has been known as the Card House for Captain William H. Card, who bought it from Maria Gavitt in 1868. Captain Card owned a small merchant vessel that sailed between Westerly and Block Island. In 1929-30 the owner had the house thoroughly restored under the direction of Norman M. Isham, the State's eminent authority on Colonial architecture.

15. *Site of Old Shipyard*, Margin St., near the Captain Card House. In 1834, Silas Greenman came here from Mystic, Conn., to establish a shipyard. The earliest vessel of any note to be built along this street was the 'Charles Phelps,' a whaling vessel which cost \$3250. She sailed on her maiden voyage August 29, 1842, and continued whaling operations from Stonington, Conn., until the outbreak of the Civil War, when she was attached to the North Atlantic squadron as a coal supply vessel and stationed off Virginia. In 1865 she was rechristened 'Progress' and started in pursuit of whales again, this time from New Bedford. The old whaler was sent in 1892 to Chicago, where she was exhibited at the World's Fair. Afterward she was stripped and allowed to fall to pieces and sink from sight in the mud somewhere on the shores of Lake Michigan. Earl Greenman of Chicago, a former Westerly boy, the grandson of Captain Silas Greenman who built the ship, cut the figurehead from the prow and sent it to the Westerly Library, where it is stored on the top floor. The old shipyard has given way to a quiet tree-lined street of modest residences.

Continue S. on Margin St. to Greenman Ave.; L. on Greenman Ave. to Beach St.

16. *Munro, Inc., Greenhouse* (*open*), 55 Beach St., was established in 1882 by S. J. Reuter, with two houses and 2500 square feet of glass; it was for

a time the largest greenhouse in New England. Munro, Inc., took over the plant in 1918 and at present the firm has 30 houses from 150 to 500 feet in length, with 250,000 square feet of glass area. In size it ranks fifth in New England and second in Rhode Island. The main crop is roses, but at least 17 other varieties of cut flowers and potted plants are raised. Shipments are made to near-by Rhode Island cities, also to New York, Boston, Albany, Baltimore, and Washington. In winter over a carload of coal is used weekly for heating purposes.

L. from Greenman Ave. on Beach St. to Elm St.

17. *Friends Meeting-House (not open)*, opp. 58 Elm St., was erected in 1876. It is a one-story white frame building with a gable roof. The New England Yearly Meeting of Friends, organized at Newport in 1661, the oldest yearly meeting in the world, meets here annually in September. Regular services are held Sundays at 11 A.M.

Continue N. on Elm St. to center.

MISCELLANEOUS POINTS OF INTEREST

18. *Westerly Railroad Station*, Railroad Ave., was completed in 1912. It is a low rambling building constructed of granite and stucco-covered brick with a red tile roof. Westerly is one of the few stops made by the Boston-New York expresses.

19. *Westerly Armory*, cor. of Railroad Ave. and Dixon St., was erected in 1902. The main body of this two-story structure, designed in Norman style, is of red brick and white granite. A one-story wing in the rear houses a large drill shed. At each corner of the main building is a small octagonal tower topped with battlements. The Armory serves as headquarters for the National Guard and an auditorium for social events. An older Armory, which stood on Main St., was destroyed by fire in 1899.

20. *White Rock* (alt. 20), a mill village about 1.8 miles north of Westerly on White Rock Rd., came into existence in 1833, when Christopher R. Stafford and others, owners of the old stone mill (1814) in Westerly, were granted a charter as the White Rock Manufacturing Company. Perhaps the name was derived from some light-colored rock in the river near-by. One of the first dams constructed across the Pawcatuck River, probably about 1700, was a little below the present village of White Rock and was known as Briggs Jefford's Dam. Early in the 18th century the village which grew up there was known as Crumb's Neck, so called because a portion of land which juts out into the river was owned by Sylvester Crumb. In 1849, the proprietors of the White Rock Company built a large cotton mill, and also a village of 12 double houses, or 24 identical tenements, which stood in a row on the east side of Main St. At this time White Rock was considered a model mill village. Literally the entire village changed owners in 1875, when Messrs. B. B. & R. Knight of

Providence bought the mill and began the manufacture of the cloth known as 'Fruit of the Loom.' The firm is managed by the Narragansett Finishing Company. In this small village is also the pumping station connected with the Westerly town waterworks.

W O O N S O C K E T

City: Alt. 122, pop. 49,376, sett. 1666, incorporated 1888.

Railroad Station: Depot Square, for Providence-Worcester Division of N.Y., N.H. & H. R.R.

Swimming Pools: Y.M.C.A., Cass Park, Edna Dunn Memorial Park (formerly Fairmount), Globe Park.

Annual Events: One opera performance given by a local French Opera Company.

Accommodations: Four hotels.

WOONSOCKET, the northern metropolis of Rhode Island and one of the leading woolen manufacturing centers of the United States, is situated on the Blackstone River. This 8.8 square-mile city contains about ninety manufacturing plants making more than fifty different products, the most important besides cotton and woolen goods being rubber rolls and textile machinery. The shopping center is concentrated on Main Street near Flynn Square, which assumes on Saturdays a carnival spirit as families from many neighboring villages come in to the city.

The city is bounded on the north by Massachusetts, and on the west, south, and east by Cumberland and North Smithfield. The Blackstone River flows in at the northwest corner of the city, executes two bends in the shape of a 'W,' is joined at the top of the second loop by the Mill and Peters Rivers, and flows out at the southeast corner. The name Woonsocket derives from the Indian word *Miswosakit*, which means 'at the very steep hill.' The hill referred to is now called Woonsocket Hill and lies in North Smithfield.

To the visitor the most striking aspect of modern Woonsocket is the French character of the city which makes it different from most communities south of the Canadian border. People of French-Canadian extraction make up three-quarters of the population. A great many of these are bi-lingual, but French is the prevailing tongue. It is heard in the streets, shops, mills, and parks. There are French newspapers, French 'talkies' in the theaters, and French radio programs. Americanisms are often admitted, so that at a baseball game one may sometimes hear

such expressions as, 'Frappe un home-run, Joe!' or, 'Attende un base on balls!' In general, however, the speech of the French has been remarkably persistent.

The first white settlers in this region were Richard and John Arnold, sons of Thomas Arnold, a companion in exile of Roger Williams. The North Smithfield lands were bought from the Nipmuck Indians by a committee from Providence in 1662, the deed being given by Wesauomog, 'sachem and inhabitant of Miswosakit.'

In 1666, Richard Arnold built a sawmill on the Blackstone River near the present Woonsocket Falls. His house was at the 'Cross Roads' in what is now Union Village (*see Tour 4*). For about thirty years this sawmill was the only structure within the present limits of Woonsocket. In 1695, John Arnold built a simple, one-and-one-half-story cabin near the present intersection of Coe and Providence Streets. It had a large stone chimney, and the only access to the attic was a flight of steps leading up the outside of the structure. In 1712, he built a larger house beside the former. The original cabin has disappeared, but the 1712 house is standing.

In 1720, a group of Quakers from the 'Cross Roads' banded together and built a forge or 'bloomery' near the falls. They probably secured ore from Iron Mine Hill in Cumberland. The establishment operated until the early years of the nineteenth century, manufacturing scythes, axes, and plowshares for the neighboring farmers.

The early inhabitants of Woonsocket were of Colonial stock and in the agricultural and formative period of the community they instituted the first small commercial and industrial ventures. The earliest foreign elements began to arrive in response to the growing need for labor in the mills. In the early part of the nineteenth century, Irish and English immigration was predominant. As the century wore on, labor was recruited from among the French people of Quebec and Three Rivers. These moved in and multiplied so rapidly that they soon outstripped all other groups, giving the present character to the city. The French-Canadian people are very proud of their racial heritage and tend to discourage the loss of its distinctive elements.

The foundation of Woonsocket's eminence in the textile industry was laid in 1810 with the organization of the Social Manufacturing Company. Attracted by the success of Samuel Slater's cotton spinning venture in Pawtucket (*see PAWTUCKET*), Ariel, Abner, and Nathan Ballou, Luke and Job Jenckes, Eben Bartlett and Joseph Arnold formed the corporation. A small frame mill, known locally as 'the pistareen' (a small Portuguese coin), was erected on a plot of land adjacent to the Mill River. The plant contained two thousand spindles, as well as carding and repairing machinery.

Other cotton mills were soon erected along the Blackstone and its tributaries. Until 1901 this branch of the textile industry superseded all others in Woonsocket. In that year the manufacture of woolen yarns

and fabrics outstripped its predecessor. At the present time most cotton operations have been suspended.

Until 1826 Woonsocket's only connection with the outside world was by stagecoach and other horse-drawn vehicles. In that year the Blackstone Canal (*see Transportation*) was opened and functioned with moderate success until 1848, when it was supplanted by rail connections with Providence and Worcester. A contemporary editorial writer objected vainly to the laying of the railroad because it would eliminate the revenue the town enjoyed in feeding some two hundred horses daily. Rail connection with Boston was accomplished in 1863.

The preparation, spinning, and weaving of wool became the second important Woonsocket industry in 1840, when Edward Harris erected a factory for the manufacture of fancy, all-wool cassimeres. The venture was successful, due largely to the use of power carders. In 1860, Harris supervised the construction of a woolen factory completed during the Civil War and which was regarded as the finest mill of its kind in America. The success of Harris stimulated other woolen and worsted enterprises until, about 1890, Woonsocket was looked upon as the heart of the woolen textile trade in this country. Such was its reputation that several leading yarn concerns in France negotiated for the construction of large plants in the city. These mills were erected about the close of the century, and by 1901 the fabrication of woolen products had taken the leading industrial position in this section.

Machine and tool manufacture, the third chief industry of Woonsocket, was an offshoot of the first two. Originally all machine work necessary in the textile business was maintained by the industries themselves. As the factory system expanded, such operations were no longer feasible, and the manufacture of machines and machine parts grew up as a separate industry. Several concerns of this kind were established, the most notable being the Woonsocket Machine and Press Company and the Taft and Pierce Manufacturing Company, both of which gained international distribution for their products.

Two other firms had their origins in Woonsocket. The present American Wringer is the outgrowth of the older Bailey Washing Machine and Wringer Company. Selden A. Bailey of Wrentham, Massachusetts, just north of Woonsocket, was the inventor of the clothes wringer. The Woonsocket Rubber Company operated on a meager basis for many years until John F. Holt invented a rubber varnish for boots and shoes. This development made the old gum-shoe rubbers obsolete, and Woonsocket rubber became known throughout the world. The present United States Rubber Company is the successor of the earlier firm.

Special sections of the city have acquired distinctive names. The Globe and the Hamlet derive from two small villages which were at one time part of the general community of Woonsocket. The Social, Privilege, and Bernon sections have acquired their names from early mills and the community houses which surrounded them. These sections are referred

to as 'The Privilege,' 'The Bernon,' and so on. The Social district has the most intensely French aspect, while the industrial section, with more than twenty-five plants engaged in the manufacture of woolen products, is most representative of the city.

The first church in this district was a Quaker meeting-house at the 'Cross Roads' (see *Tour 4*). Between 1830 and 1840 several Protestant societies were organized and built churches within the present limits of the city. French-Canadian immigration stimulated the growth of the Roman Catholic congregation, and today there are several large churches in the city where services are given in French. Nearly one-half of the children of the city attend parochial schools, of which there are nine of elementary and two of high school rank. The public school system includes eighteen elementary schools and one high school.

Woonsocket did not attain corporate identity until the last quarter of the nineteenth century. Prior to that time it lay within the agricultural towns of Cumberland and North Smithfield. Each was reluctant to forego the tax revenues of the thriving textile center that had developed along their northern boundaries. Local agitation was finally successful, and the General Assembly divorced Woonsocket from Cumberland in 1867 and from North Smithfield in 1871. The city was incorporated in 1888.

TOUR 1.5 m.

W. from corner of Park Ave. on Carrington Ave.

1. *Church of the Precious Blood* (Précieux Sang; French R.C.), NE. cor. of Park and Carrington Aves., a red-brick, gable-roofed structure of Victorian Gothic design, with a buttressed and pinnacled tower rising from the left front corner, was dedicated in July, 1880, after the design of W. F. Fontaine and Sons of Woonsocket. The belfry, with openings on each of its four sides, is surmounted by a small octagonal clock-tower which in turn is topped with a small ribbed dome. On the front façade with its spotty white trim is a slightly projecting gable over the paneled entrance door, and a small rose window is placed in the gable end above the two stained-glass windows of the second story. The vaulted ceiling and stained-glass windows of the interior provide an appropriate setting for religious services.

2. *Jesus Marie Convent*, SW. cor. Park and Carrington Aves., houses an order that was founded in connection with the Precious Blood Church in 1874, by the Religieuses de Jesus Marie. Ten years later, land was purchased across from the church, and construction of a convent begun. The first mass was celebrated in 1885. This three- and four-story structure was completed in 1889; two additions were dedicated in 1927. In the chapel of Gothic design are side stalls for the Sisters, while pews for other attendants are in the center.

3. *St. James Episcopal Church* (1833), cor. Carrington and Hamlet Aves., is a large frame structure, of little architectural distinction, which has been much enlarged and remodeled since its first erection. The parish was organized in April, 1832; the first rector, Dr. Crocker, used to walk from Providence, 16 m. distant, to hold services in Woonsocket. During the Dorr War of 1842 (*see History*), soldiers were quartered in the church.

L. from Carrington Ave. on Front St.

4. *Courthouse* (1896) (*open 9-5 weekdays; Sat. 9-12*), Court Square, facing Court St. Bridge, a two-story granite building, houses the 12th District Court on the first floor, while the second floor is used by the Superior Court for its quarterly circuit. In the square in front of the building is a bronze *Statue* (1925), mounted on a rough boulder, erected in honor of Woonsocket men who fought in the war with Spain and the Philippine Insurrection (1898-1902). Designed by Allen Newman of New York, it represents an American soldier hiking along with a devil-may-care attitude.

R. across Court St. Bridge to Depot Square; L. at Depot Square on Main St.

5. *City Hall and Harris Institute Library* (*City Hall open 9-5 weekdays; Sat. 9-12; Library open weekdays 12.30-8.30, Sat. 12 noon-9*), 157 Main St., a four-story granite building, is in the center of the business district. It was originally founded (1856) as the Harris Institute by Edward Harris, a prominent woolen manufacturer of the 19th century. Abraham Lincoln spoke here during his first Presidential campaign. The building was taken over by the city to serve as an administrative center. It houses the city's only public library, which has about 37,000 books, 1600 being in French. Yearly circulation varies between 190,000 and 200,000. The library has substantially complete files of the *Woonsocket Weekly and Daily Patriot*. Portraits of the founder, Edward Harris, and of an early trustee, Samuel Foss, are in the main reading-room.

From the Main St. bridge over the Blackstone River, Woonsocket Falls (R) can be seen, and the landscape of the center of the city (L).

6. *Globe Congregational Church* (1900), cor. S. Main and Providence Sts., a brick structure with granite trim, houses a parish that was organized in December, 1834.

L. from S. Main St. on Providence St.

7. *John Arnold House* (1712) (*private*), NW. cor. Coe and Providence Sts., marks the site of the first house in Woonsocket built by John Arnold in 1695. This larger house was built by Arnold alongside of the former. So many alterations have been made since its original erection that probably nothing but rafters and beams remain from the early structure. In a ceiling rafter is carved the date 1712.

8. *Willing Vose House* (*private*), NE. cor. Providence and E. Orchard Sts., looks much older than the renovated John Arnold House, but is actually of later date, although the year of its construction is not known. The house is a long two-story clapboarded structure, with two chimneys

rising from the gable roof. It has been made into two separate tenements, owned by different landlords, and the discrepancy in the care of the two halves gives the house a curious appearance. The house was at one time the principal dwelling on the Vose Farm, and in the rear, enclosed by a wire fence, is the old Vose private burial ground. In this cemetery lie the remains of John Arnold, first white settler in Woonsocket.

OTHER POINTS OF INTEREST

9. *St. Charles' Church* (R.C.), cor. N. Main and Daniel Sts., is the mother parish of the Roman Catholic congregation in northern Rhode Island. The first church in this area was built on this site in 1844, a small wooden structure that burned in 1868. In the same year, the present building was erected. Many changes have been made in its structure since that time. The building is of granite in Gothic perpendicular style. The main entrance, approached by granite steps, consists of a paneled door recessed into an arched opening. At the corner of the church is a square tower rising well above the church proper. Within this tower are musical chimes. The stained-glass windows over the choir loft were designed by Joseph Gardiner Reynolds, Jr., formerly of Wickford. The architect was P. C. Keeley, who designed the Cathedral of SS. Peter and Paul in Providence.
10. *St. Anne's Church* (R.C.), 122 Cumberland St., originally an offshoot of the Précieux Sang Parish, is itself the mother church of three other churches in the predominantly French Social district. It was dedicated in 1891. The architects were W. F. Fontaine and Sons of Woonsocket. The church, a large buff-colored stone structure with both Romanesque and Renaissance architectural features, is rectangular in plan, with two high towers at the front corners. These towers have large openings at the top, and are surmounted by classic cornices supported by columns. The towers are surmounted by cupolas with arched openings and pointed domes. The front façade with its portico, pedimented door, large arched window over the entrance, and its parapet along the gable end, appears impressive below the soaring corner towers.
11. *Holy Family Church* (Sainte Famille, French R.C.), 414-420 S. Main St., is a structure of brick with white trim. Romanesque in design, it is rectangular in plan and has a large well-proportioned arcaded porch; the three white trimmed arches of the porch are flanked by columns and lead to the entrance doors. Surmounting the entrance porch and somewhat overpowering in scale is a tower of two stages. The first stage, rising to the level of the roof ridge, is square in plan and has tall arched windows on three sides; the upper stage of the tower has corner turrets and a louvered arched opening on each side of the belfry. Terminating the whole is a dormered spire topped with a cross.
12. *First Baptist Church*, 298 Blackstone St., a large brick edifice with a square clock-tower, is the only Baptist church in the city. The Baptists

organized at a meeting held in May, 1833, at the home of Philip Bryant, now the site of the Globe Congregational Church. Previous to that preaching services were held in the Ballou School and the first prayer was held at the home of Mrs. Eliza Voss.

Incorporated under the name of the Woonsocket Falls Baptist Church, the first church was located on what is now High St., but was then called Baptist Hill. Forest stumps stood like sentinels around it. The literary exercises of the first observance of the Fourth of July took place in this meeting-house in 1833. About ten years later, the members who embraced Millerism (advocates of the sudden coming of the Day of Judgment) were excluded from the church because they sat on house-tops, robed in white, waiting to be taken to heaven.

The Rev. Frederick Denison, who resigned as minister in December, 1875, after serving 18 months, wrote in his diary: 'Closed my labors at the Woonsocket Church today. Hard church in hard place. Want of intellectuality and character. Have always misused ministers. Name in bad repute far and wide. Finis.' The cornerstone of the present church, the third, was laid in 1891. In 1911, the church and society were incorporated under the name of the First Baptist Church of Woonsocket.

Woonsocket has also, in addition to several other Catholic churches than those mentioned above, a *Methodist Episcopal Church* (Federal St.), a *Universalist Church* (cor. Snow and Carle Sts.), a Polish church, *St. Stanislas* (cor. Harris Ave. and Blackstone St.), and a Ukranian Orthodox church, *St. Michael's* (Blackstone St. near Harris Ave.).

13. *Cold Spring Park*, between Harris Ave. and Blackstone River, is a 25-acre park along the shore of the river offering opportunities for relaxation and scenic enjoyment. The plot is laid out with walks and settees, and is planted with grass and trees. It derives its name from a spring of clear water where near-by residents come for refreshment in preference to the city water supply. The spring has been confined within a tower-like structure of cobblestones.

14. *Edna Dunn Park*, Asylum St., in the western, or Fairmount section of the city, is named in memory of a nurse who died in service during the World War. It contains a baseball diamond and other sporting facilities.

15. *Globe Park*, Smithfield Rd. between Providence and Coe Sts., a 31-acre park on the southern boundary of Woonsocket, has swings, slides, and other juvenile recreational facilities. There is also a dammed-up pond for swimming in summer and skating in winter.

16. *Barry Memorial Field*, Smithfield Rd. between Providence St. and Park Ave., is a 22-acre athletic field that was taken over by the city about 1925. Baseball, football, tennis, and track facilities, as well as a clubhouse, are maintained. The area is named in memory of Dr. William Barry, a physician who, before his death, was an enthusiastic supporter of local athletics. This area was formerly called Agricultural Park, a name that harks back to the founding, in 1867, of an association for the promo-

tion of annual fairs and race meetings. It served this purpose for many years, and was then, as now, a popular resort for the local citizens.

17. *Central Park*, Cass Ave., comprises about 45 acres devoted to children's amusements. A swimming pool is provided, as well as a pond for skating. The area is convenient for the many French children of the Social district.

III. HIGH ROADS AND
LOW ROADS

T O U R 1 : *From MASSACHUSETTS LINE (North Attleboro) to CONNECTICUT LINE (New London), 60 m., US 1.*

Via Pawtucket, Providence, Warwick, Narragansett Pier, Westerly

Good hard-surfaced road, mostly three- and four-lane.

Tourist accommodations of all kinds in Providence; limited accommodations elsewhere.

State Police Barracks at Wickford (Phone, Wickford 12).

Shore Line of the N.Y., N.H. & H. R.R. parallels this route.

RHODE ISLAND 'towns' would in most other parts of the Union be called 'townships'; either term designates an area incorporated as a unit of local government, whether containing one center of population or several. In Rhode Island the towns vary in area from about 6 square miles to more than 60. The town hall may be situated in the largest center of population, or it may be located in an open countryside where originally placed for reasons that are now past history. Some towns (i.e., townships) contain a population center, or village, that bears the same name as the town, and some do not. In the town of Burrillville, for example, there is no village of the same name, the town hall being located in Harrisville. Westerly, on the other hand, is both the name of a town and of its chief village. For the convenience of visitors from outside New England we have, in our Tour descriptions, often violated local tradition by calling the towns townships.

US 1, the most traveled though not the shortest route between Boston, Massachusetts, and New London, Connecticut, enters Rhode Island in an industrial and commercial area. It passes through Providence, the capital city, and its thickly populated environs of Pawtucket and Cranston. South of the latter city the route passes through a less densely settled section of the State, through the coastal townships of Warwick, East Greenwich, Narragansett, and the Kingstowns which are rich in historic sites. The road in many places affords pleasant views of a prosperous farming country and of the waters of Narragansett Bay and the Atlantic Ocean.

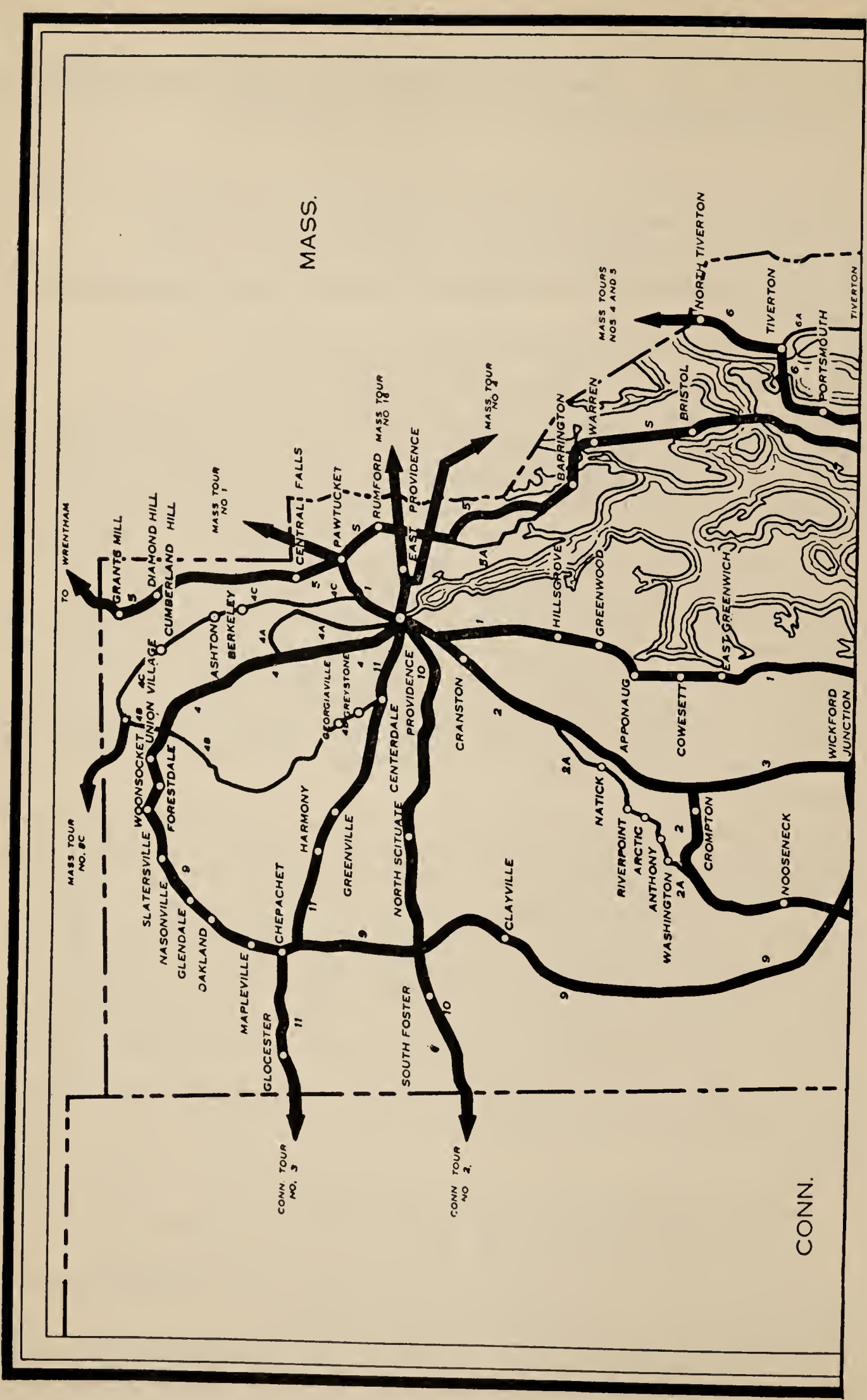
US 1 crosses the Rhode Island Line 40 m. south of Boston, Massachusetts, and runs for about three miles through the eastern section of Pawtucket.

PAWTUCKET, 1.5 m. (alt. 25, pop. 77,149, sett. 1671, incorp. 1885), textile and machinery manufacturing city (*see PAWTUCKET*).

Points of Interest: Old Slater Mill; Oliver Starkweather House; Old Pidge Tavern; Daggett House; Narragansett Race Track.

Unfortunately US 1 by-passes many of the historic sites of this old city to run on Broadway past small stores and tenements.

At 1.7 m. is the Division Street Bridge over the Pawtucket River, which once provided water-power for the Slater cotton mill and other early tex-



MASS.

CONN.

MASS TOUR
NO. 8C

TO WRENTHAM

CONN. TOUR
NO. 3

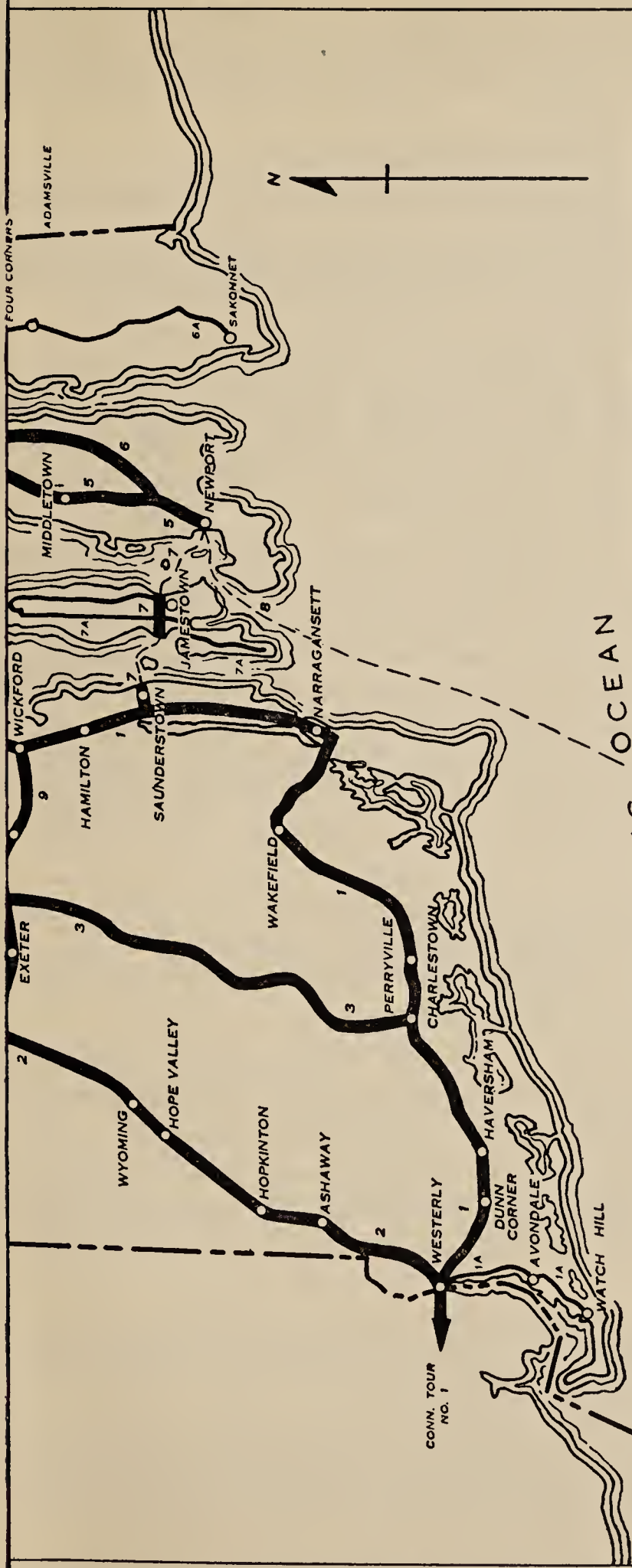
CONN. TOUR
NO. 2

MASS TOUR
NO. 1

MASS TOUR
NO. 2

MASS TOUR
NO. 18

MASS TOURS
NOS. 4 AND 5



KEY TO RHODE ISLAND TOURS

SEE Table of Contents

Main Tours..... 1

Side Tours..... 1A

tile factories. At the west end of the bridge, the road bears left onto Pawtucket Ave., where is the *Pidge Tavern*, 3.1 m. (L), said to be the oldest house in Rhode Island. The right end of this substantial two-and-one-half-story building faces the street.

At 3.2 m. is the Pawtucket-Providence boundary line.

PROVIDENCE, 5.7 m. (alt. 12, pop. 252,981), State capital, jewelry manufacturing center, seaport (see *PROVIDENCE*).

Points of Interest: State House; Brown University; Rhode Island School of Design (arts and crafts); and many historic and architecturally important houses.

Other Tours leading out of Providence, see Tours 2, 4, 4A, 4C, 10, and 11.

The city, second largest in New England, is entered from the north on Main Street, once an Indian trail. Opposite the old *Jeremiah Dexter House*, 957 N. Main St., is the *North Burial Ground*, originally set aside in 1700 for a 'training field, burying ground, and other public uses.' Many famous Rhode Islanders are interred here.

Leaving N. Main St. at 4.3 m. on Smith St. (US 44, see *Tour 11*), the highway twists deviously through a number of side streets lying a short distance west of the center of the city. From State St., beside the main line of the railroad (L), can be seen *St. Patrick's Church* (R), the *State Office Building* and *State House* (R). The latter, first occupied in 1901, is a long marble building designed in classic style. On Gaspee St., just west of the State House, is the *Rhode Island College of Education* (R). Gaspee St. crosses the Woonasquatucket River and passes underneath the railroad tracks leading to the *Union Station* (L), in order to reach *Exchange Place*, in the center of the city.

Thence by Fountain St. US 1 passes the rear of the *Public Library*, veers (L) into Franklin St., crossing Westminster St. (US 6, see *Tour 10*), on which is *Sts. Peter and Paul Cathedral* (L), the administrative center of the Roman Catholic Diocese of Rhode Island.

At 6.9 m. is a junction with Elmwood Ave., at which stands *Grace Church Cemetery* (L). US 1 bears right on Elmwood Ave. to pass the *Elmwood Public Library* (R), 275 Elmwood Ave., and *Locust Grove Cemetery* (L).

At the junction with Reservoir Ave., 8 m. (State 3, see *Tour 2*), is a bronze *Statue of Columbus* (R), modeled by Bartholdi, the sculptor of New York's Statue of Liberty, and originally cast in silver for the 1893 World's Fair in Chicago.

At 8.8 m. is an entrance to beautiful *Roger Williams Park* (L), a recreational development containing lakes, gardens, shady drives, tennis courts, a zoo, and the Benedict Memorial to Music.

At 9.6 m., the intersection of Elmwood (US 1) and Park Aves., is the Providence-Cranston boundary line. US 1 runs for about 1 m. through the eastern outskirts of Cranston (see *Tour 2*), an industrial city famous for its textile and wire mills.

Left on Park Ave. 1.3 m. to the junction with Broad St.

Left 0.2 m. from Park Ave. is the *William H. Hall Memorial Library* (open), 1825

Broad St., the largest of six public libraries in the city. It is a three-story granite structure (1927), with attractively landscaped grounds. It was named for the donor of funds for its erection, William H. Hall, a 19th-century town official and member of the State Legislature.

Right on Broad St. to the picturesque little village of PAWTUXET, 2 m. (Cranston City), built around the edge of *Pawtuxet Cove*, the mouth of the *Pawtuxet River*. For the last three miles of its length the Pawtuxet River, which forms the boundary line between Cranston and Warwick, winds in and out past fern-lined banks and birch groves. The Cove itself is crowded with boats of all sizes (*boats with fishing equipment for charter from docks at foot of Aborn St.*). In the early 19th century the village of Pawtuxet was the home of several whaling captains.

In the village of Pawtuxet are many opportunities for recreation; among the outstanding centers is *Rhodes on the Pawtuxet (open)*, near the south end of Broad St. This 14-acre development was begun by Thomas H. Rhodes in 1872, as a site for clambakes. Other facilities have been added so that the institution, now controlled by a corporation, can care for several thousand persons at one time. The center of attraction is a huge casino with two large dance floors, and an annex for small private parties. Opposite the main entrance to the casino is a large mural of a Venetian fishing fleet by H. Anthony Dyer of Providence. Three private canoe clubs have quarters here. (*Canoes and rowboats for hire 25¢ per hour.*)

Adjoining Rhodes on the west is the *Pawtuxet River Reservation*, a State park; on the eastern edge of the village are two smaller State parks offering bathing facilities — *Edgewood Beach* of about 10 acres, and *Stillhouse Cove Reservation*.

The *Edgewood Yacht Club (private)*, foot of Shaw Ave., was founded in 1908. It is very active socially as well as nautically. An annual cruise is held July 4, from the club anchorage to Portsmouth. 'Snipe' races for 16-foot boats are held each autumn, the winner being given possession of the trophy for a year. The first trophy for this race was donated by Henry Ford in 1910.

Rhode Island Yacht Club (private), foot of Ocean Ave., founded 1882, is the oldest yacht club in the State. Weekly races for small craft are held in summer. About 125 boats of various sizes fly the club flag. The two largest are the 'Felicia,' 148-foot twin-screw yacht, owned by a former commodore of the club, Jesse H. Metcalf (U.S. Senator 1924-36); and the 'Paragon,' formerly owned by the late Charles Davol of the Davol Rubber Co., Providence.

At 52 Fort Ave. is the *Site of Revolutionary Fort*, erected in 1775 to protect lower Providence harbor; it was manned by the Pawtuxet Rangers.

On the south side of the Pawtuxet Bridge is a section of the village of Pawtuxet that lies in the city of Warwick. At 26 Main St. is the *Bank Café*, a three-story yellow brick building that was used as a bank about 1800. The present owner, Mr. Walter Arnold, gladly displays to curious visitors a collection of old notes, checks, and scrip money. Mr. Arnold also has lottery tickets issued in 1761 to raise money for paving the streets of Providence; and others issued later for building the Crawford Street Bridge, and repairing the Congregational meeting-house. The vault is used to store wines and liquors.

South on the Narragansett Parkway, at 3.3 m. (L) is *Gaspee Point*, formerly Namquit Point, where the British revenue sloop 'Gaspee' ran aground June 9, 1772, and was that night burned by a group of Providence patriots who rowed down to the stranded vessel. Overlooked by high bluffs that are dotted by tents and cottages, Gaspee Point offers over a mile of sandy beach favorable for bathing. In mid-stream, *Bullocks Point Light* stands out against the background formed by the opposite shore. In a northeasterly direction are seen protruding piers at *Riverside* and *Crescent Park*, while farther north are the tanks and docked tankers of the Standard Oil Co. In the southeast the now abandoned *Nayatt Light* stands at the entrance to Barrington River, opposite the long low line of Conimicut Point. The web-like structure of the Mount Hope Bridge crosses the skyline far to the south.

At 3.8 *m.* the Narragansett Parkway becomes Spring Green Ave.; at 4.4 *m.* left on Warwick Ave.

The *Site of Camp Ames*, 4.9 *m.* (L) indicated by a bronze tablet, was the camping ground of the Third Rhode Island Volunteers previous to their departure for the Civil War, in September, 1861.

At 5.1 *m.* on Warwick Ave. is the junction with a side road that leads 0.2 *m.* left to the *Governor Francis House* (1708), a large yellow frame structure with green-and-white trim. The building, fronting on Narragansett Bay, is surmounted by a roof railing, or imitation 'captain's walk' of modern construction. The spacious dimensions of the original structure can still be noted despite additions, particularly to the rear ell, which itself appears to be a composite of an old section and a newer one. A relic on the farm is a coach purchased by Governor Francis in 1781; it is the coach used by George Washington during a sojourn in Providence.

HOXSIE, 5.3 *m.* (Warwick city), is a residential community of one-family homes, most of which have ample grounds. The uncrowded conditions enable homeowners to have flower and vegetable gardens, and to keep flocks of chickens. *Warwick Pond*, a little south of the village center, affords fishing and boating. On the shore of the pond is the *Lakeside Preventorium*, conducted by the Providence Tuberculosis League, with beds for 56 child patients.

At the foot of Rock Ave. near the village center is *Mark Rock*, a ledge of many fragments with surface markings. Some of the latter are said to have been made by the Indians. Decomposition is rapidly obliterating the inscriptions.

Near the northern edge of the village is the *Site of the Major Job Greene Homestead*. Here formerly stood a ten-room structure that was the birthplace of Colonel Christopher Greene, the gallant Revolutionary soldier who was killed in a night attack at Points Bridge on the Croton River in New York in May, 1781. A grave in the small family cemetery on this estate is marked, 'Here lies the bodie of Sara Tefft, interred 1642, age 67.'

In the southern part of Cranston US 1 traverses a fairly open countryside, dotted here and there with large factories manufacturing wire goods, textile machinery, and fire extinguishers.

At 10.6 *m.* is the Cranston-Warwick boundary line. The 42-square-mile city of Warwick has no metropolitan center; within its limits are more than a dozen villages separated by large tracts of woodland and open fields. At 11.5 *m.* US 1 bears right on the old Boston Post Road, the route between New York and Boston, which has been heavily traveled since Colonial days. In this flat and sparsely forested section is the *State Airport*, 12.9 *m.* (L), opened in the spring of 1936.

In the village of HILLSGROVE, 13.2 *m.* (Warwick City, alt. 49), are malleable iron works and a large brewing company. Rows of tenements and two-family houses testify to an active industrial life.

South of *Greenwood Bridge*, 14.5 *m.*, is the attractive residential village of GREENWOOD (Warwick City, alt. 50).

At 15.1 *m.* on the outskirts of Apponaug, *Gorton Pond* (R) provides good fresh-water fishing and bathing. On the sandy plains around Apponaug are trailing blackberries and a little wild indigo.

At William's Corner, 15.3 *m.*, is the intersection with Apponaug Rd., State 117; US 1 bears right onto Main St. of Apponaug, the administrative center of the city of Warwick. (*For city history see WARWICK.*)

Left at the intersection on State 117 is the historic east coast of Warwick.

At 1.2 m. is the junction with Buttonwoods Ave.; right 0.9 m. on this avenue is the *James Fones Greene Homestead* (about 1715), a two-story frame house with gable roof and two flat-roofed ells. At one time the large Greene estate, on which the first house, now gone, was built in 1687, included all the land south of this point to the shore. A large part was sold in 1868 to an association that developed the present community of BUTTONWOODS, 1.5 m., where are many well-kept summer homes, and a camp ground for vacationists.

On State 117 at 2.4 m. is (L) the entrance to *Sandy Beach* on Little Pond (*bathing; small parking fee*).

At 2.9 m. is the junction with Oakland Beach Ave.; right here 1 m. to *Oakland Beach* on the shore of Greenwich Bay. Once a famous resort, this village retains but a trace of its former smartness; the old summer homes have been made into permanent residences, and small cottages and stores have been wedged in at random.

At the corner of Chiswick Rd., 3.4 m. (R), is the much-remodeled *Daniel Arnold Tavern* (1769) a two-story, shingled, gable-roofed structure. Two porches have been added; the small front porch, with side seats, gives access to a window instead of a door. In the second story are two dormer windows. When a company of American soldiers under Colonel Barton captured the British General Prescott in Portsmouth, in July, 1777 (*see Tour 5*), the expedition began at Warwick Neck, went to and returned from Portsmouth in boats, and quartered the captured general in this tavern for a night. This house, similar to several others in southern Rhode Island, shows the influence of the Connecticut style of 18th-century farmhouse architecture.

At 3.6 m. is the junction with Warwick Neck Ave. The *Centennial Elm* (L) at this corner was planted in 1876; it was taken from the Governor Francis Farm.

Right 0.5 m. on Warwick Neck Ave. to the *Site of the Samuel Gorton House* (L), marked by a boulder. Gorton was the founder of Warwick in 1643.

At 1.9 m. on Warwick Neck Ave. is the intersection with Narragansett Ave., on which is (R) *Warwick Country Club*, which offers to a restricted membership a large clubhouse, golf links, tennis courts, and boating facilities. In this vicinity, near Tiffany Ave., is the *Site of Pomham Fort*. Pomham, subordinate sachem of the Narragansetts, who had submitted to the jurisdiction of Massachusetts, applied to that Colony for protection from the early settlers of Shawomet. An officer and ten men were sent from Massachusetts in response to this entreaty to assist in the building of a fort at this point. On the shore of Warwick Cove, it commanded the entrance to the cove while an almost impenetrable marshy thicket protected it from the rear. At the southern tip of the peninsula, 2.5 m., is the *Warwick Neck Lighthouse*.

East of the junction with Warwick Neck Ave. State 117 becomes West Shore Rd. The part of the present city around this intersection is referred to as *Old Warwick*. Near the corner of West Shore Rd. and Church Ave., 4.4 m., is *Buckey's Brook*, formerly known as Warner's Brook. The *Site of the House of John Warner*, named as the first town clerk of Warwick in 1647, has been indicated on its banks by the Warwick Historical Society. The burial place of *Ezekiel Holliman*, who baptized Roger Williams (*see History*), is a short distance from the Warner marker. A short distance right is the village of CONIMICUT, one of the more compact settlements of Warwick. In past years it was a summer resort only, but temporary residences have given way to substantial and permanently occupied homes.

On West Shore Rd. at 4.7 m. is the *Peter Greene House*, or Old Gate House (R), built in 1751, the second oldest house now standing in the Old Warwick section of the city. The appellation 'Gate' as applied to the house has been traced back to a fence once enclosing Conimicut Point, then used as a cow pasture, which had a gate near this structure. It is a two-story frame building with unpainted shingle siding and a gable roof. The essential features of this house — central chimney, central doorway, and symmetrical window arrangement — have been preserved, but the door, window-panes, and side porch on the rear ell are of later date than the main house.

APPONAUG, 15.7 *m.* (alt. 20), is also the shopping center for the extensive area comprised in Warwick city; stores, markets, and public buildings line US 1 on Main Street.

The *Armory of the Kentish Artillery* (R) on Main St., is a red-brick building with turrets. The Kentish Artillery, chartered in 1797, was founded during the Revolution; first known as the Kentish Light Infantry, the company assumed its present name in 1804. General Nathanael Greene was once a member of this organization.

Near the Armory is the *Warwick City Hall* (R), a vine-covered red-brick building, with clock-tower, built in 1835.

On Centerville Rd. a little west of the village center is the *Apponaug Company*, a textile bleaching and printing mill with over 500 employees.

Drum Rock, in a field at the end of Drum Rock Rd., is a huge boulder weighing about two and one-half tons. By rocking this boulder on its base the Indians made a drumming sound that was used as a signal in case of trouble.

In the center of Apponaug, US 1 bears left and passes through the attractive residential village of COWESETT, 17 *m.* (Warwick City, alt. 20). The large estates on the ridge (R) command an extensive view of East Greenwich Bay (L).

At 18.3 *m.* is the Warwick–East Greenwich boundary line.

EAST GREENWICH, 18.5 *m.* (alt. 40, township pop. 3666), is a village that is the center of the township of the same name. The latter, incorporated 1677, was a part of Providence County until Kent County was formed in 1750. Many of the first settlers were veterans of King Philip's War. In pre-Revolutionary days the community produced pottery of coarse red clay dug from the near-by vicinity of Quidnesset and fired in local kilns. The resulting product was of inferior grade, but pride in local industry gave it preference over English pottery. At the present time East Greenwich manufactures textiles and textile machinery, and ships tons of Rhode Island shellfish to the States. Though much of the township land is stony, truck gardens cover the more fertile acres.

In the village, which is built on the side of a long hill (R) facing Greenwich Bay, are many early American houses. On the southeast corner of Division and Pierce Sts., is the *Captain John Congdon House* (1711), a two-story frame structure with a gambrel roof. On the southwest corner of the same intersection is the *Eldredge House*, a large white frame house (about 1757). This house was bought in 1788 by Nathan Greene, who opened the first tannery in town. West is the *Saltpetre Lot* (L), where Richard Mathewson and Earl Mowry manufactured gunpowder for the Continental Army.

Windmill Cottage (L), at Division and West Sts., is so called because of the four-story hexagonal windmill attached to its west side. This house (about 1818) was bought in 1866 by the poet, Henry Wadsworth Longfellow, for his friend, George Washington Greene, diplomat, historian,

and professor. This Dr. Greene was a grandson of General Nathanael Greene of Revolutionary fame.

Nearly opposite Windmill Cottage on the Warwick side of Division St. is (R) the *Governor William Greene Homestead*, or Samuel Gorton Jr. House (about 1680), a fine substantial frame structure two and one-half stories high, with a gable roof. The 1680 structure was evidently the west end of the present house; it was built as a three-windowed house with doorway and pilastered stone chimney on the right. The placing of a single chimney at one end of a house, instead of the middle, was a characteristic of early Rhode Island architecture (see *Eleazer Arnold House, Tour 4A*). The ell on the north side of the house has a beautiful pedimented doorway, with tracery and other decoration. William Greene was governor of the State from 1778 to 1786. It was in this house that Nathanael Greene met and married Catherine Littlefield in 1774. The future general was remarkably fond of dancing with his fiancée, 'notwithstanding his father's [a Quaker] efforts to whip him out of such idle propensities.' The Greene house is the outstanding Colonial relic in this part of the State.

At the junction of Division St. and Howland Rd. a marker states that in September, 1774, a Tory mob gathered to destroy the village of East Greenwich. On Howland Rd. is the *Daniel Howland House* (1677), a typical small New England farmhouse.

On Main St. (L) near the town boundary line is the *Varnum Memorial Armory* (1914) erected in honor of General James Mitchell Varnum. This brick building, having a castellated roof, holds interesting historical relics in its museum.

In this same closely built section is another *Greene House*, 86 Main St. (L), a two-story frame building (1724). In the addition on the north end was located (1804) the first bank in East Greenwich. Albert C. Greene, U.S. Senator (1845-51), once lived here.

On Pierce St. near the *First Baptist Church* is the *General Varnum House* (1773), a handsome, square, two-story frame house with nearly flat roof. The front door opens onto a small porch, its roof supported by Ionic columns. The interior woodwork is so fine that the northeast parlor was copied by Stanford White for the Women's Building of the Jamestown Exposition. Varnum was the first Colonel of the Kentish Guards, formed during the Revolution. Later he was Brigadier General in the Continental Army and judge for the Northwest Territory. Washington, Lafayette, and Thomas Paine were guests in this old mansion.

Near-by is the *Armory of the Kentish Guards*, a small frame structure with Doric pillars framing the central doorway. In the summer of 1774, 56 citizens of Kent County met to establish a military company. At the October session of the General Assembly they were granted the right to incorporate as an independent company under the name of the Kentish Guards. The company was, and still is, subject only to the orders of the State Governor.

Opposite the Armory is the *East Greenwich Academy*, a private co-educational school, founded in 1802 and first known as Kent Academy. In 1841, it was sold to the Providence Conference of the Methodist Episcopal Church. Dr. Eben Tourjée, who founded the New England Conservatory of Music in Boston, established the music department of this school. The original Academy building was moved to Spring St. and is now occupied by the *East Greenwich Historical Society*.

Also on Pierce St. is the *Friends Meeting-House* (about 1804) where the many Friends in this section, among them the prominent Greene family, gathered. Since the Quaker sect has nearly died out in this neighborhood, the old church is seldom opened except on Quarterly Meeting Day when members gather from all over the State to transact the business of the society.

Another historic building is the *Captain Thomas Arnold House* (about 1735), 28 King St., where lived the first Federal Collector of Customs for the Port of East Greenwich. At the foot of this short street is the *Second Kent County Jail*, built in 1804 and still in use, though much enlarged. Over the door of the old house formerly stood two painted wooden figures, chained together, one of a white man, the other of a Negro. They signified that justice would be meted impartially to black and white alike. These figures are now in possession of the Rhode Island Historical Society. On a hill at the end of Wine St., near King St., is the *Old Baptist Burial Ground*, dating back to 1729.

On the corner of Main and Court Sts. is the *Kent County Court House* (R) constructed in 1750. This rectangular, three-and-one-half-story frame structure with its square tower is Georgian in character. Here the Convention for the framing of the Rhode Island Constitution met in September, 1842. The exterior of this beautiful Colonial building has remained unchanged, but the interior has been entirely remodeled. In the early days the courtyard had on one side of its walk a liberty pole and on the other side the pillory or whipping post. The *Eldredge Memorial Fountain* now stands in the courtyard where once was the town pump and horse trough. At the end of Court St. is the *Dr. Peter Turner House* (about 1774), home of a Revolutionary army surgeon.

Diagonally across Main St. from the Court House is the *Greenwich Inn* (L) on the site of the Colonel William Arnold Tavern (1770), later called the Updike Tavern. Abraham Lincoln stopped here overnight in 1860. The old tavern, scene of the organization of the Kentish Guards, was razed in 1896 to make way for the present hotel known as the Greenwich Inn.

A few yards south of the Inn is the *Methodist Church* (L) (1833). In 1850 the old church became too small for the growing congregation. Accordingly the church was cut in two, the sections moved apart to make way for a new central section. In this meeting house on November 5, 1842, the Constitution of the State of Rhode Island and Providence Plantations was adopted.

At 101 Marlborough St. stands an old three-story frame structure on a stone foundation, the first *Kent County Jail* (1780). Now a dwelling house, it still contains in the cellar two of the original prison cells.

The *East Greenwich Fire Engine Company* (L), a short distance south on Main St., was chartered in 1797. Near-by is the *Old Brick House* (L), the first brick house to be built (1767) in East Greenwich.

At 19.4 m., near the southern edge of the village of East Greenwich, is the junction with Forge Rd., which leads to the peninsula of POTOWOMUT, a part of Warwick, though separated from the rest of that city by East Greenwich. It is said that the residents of Potowomut peninsula, a charming spot with its tree-shaded lanes, realize they belong to Warwick only when their annual tax bills arrive. Fire protection for the area once provided a continual topic of controversy.

Left on Forge Rd., 0.2 m., is (L) a spring on a trail frequently taken by Roger Williams, founder of the Colony. He named it *Elizabeth Spring* for the wife of his friend John Winthrop, Jr. After Mrs. Winthrop's death, some time previous to 1675, Williams wrote to Winthrop of his stopping at this place on a trip to the Narragansett country, saying: 'Here is the spring, I say with a sigh, but where is Elizabeth? My charity answers, "She is gone to the Eternal Spring and Fountain of Living Waters."' A small marker at the bottom of a path descending from Forge Rd. bears the spring's name and the date 1645. At present the spring is dry.

At the end of Forge Rd., about 1 m., is the *Site of an Old Forge*, and the *Nathanael Greene Birthplace*. A granite monument near the shore of the Potowomut River marks the location of the old forge and blacksmith shop, which belonged to the Greene family. The birthplace of Nathanael Greene, brilliant Revolutionary General, is high on a hillside above the Forge site. This large white frame house (1684) suffered from remodeling in several styles of architecture. Nine generations of the Greene family have lived here. Massive specimens of the anchors made at the Greene forge are in the yard. One anchor is held fast in a tree which has grown around it.

On Ives St., which runs north from Forge Rd., is *Goddard Memorial Park*, a gift to the State in 1927 from Robert H. Ives Goddard of Providence, and his sister the Marquise Madeleine D'Andigne of Paris. Planned by the original owners as a forest reservation, this 470-acre State park contains many rare species of trees. The park has facilities for swimming, baseball, tennis, golf, and riding. Picnic tables and fireplaces are in groves of white pine trees. In 1936, in connection with the State Tercentenary, several structures were erected to illustrate the village life of the Narragansett Indians. The reconstructions show a typical round house, and a long house, with its imitation birch bark fastened to the roof poles by vines. A circular stockade was also built, with poles extending 9 feet above ground, and tied together at the top by vines.

On US 1 at 20 m. is the junction with Pierce Rd. (unpaved). On this road, and visible (R) from the main highway is the *Coggeshall House* (about 1715), a two-and-one-half-story structure, with a large pilastered stone chimney. It is now known as Spring Brook Farm.

Hunt's River Bridge, 20.7 m., marks the East Greenwich-North Kingstown boundary line.

In the open, rolling country of this section of North Kingstown, is the junction with Frenchtown Rd. (paved).

Right 2.5 m. on Frenchtown Rd. is the village of FRENCHTOWN, on the site of a 17th-century Huguenot settlement that was broken up by boundary controversies

between Rhode Islanders and the owners of the Atherton Purchase, who endeavored (1659-71) to keep this part of the Colony under the jurisdiction of Connecticut.

At about 21.5 m. is the section known as QUIDNESSET, a flat but pleasant residential area dotted with groups of evergreen trees. It was here that clay was secured for the Colonial pottery works in East Greenwich.

At 22.7 m. is the junction with paved Newcomb's Rd.

Left 2 m. on this road is NORTH KINGSTOWN BEACH, a large summer colony where one may enjoy swimming, boating, and fishing. There are good accommodations in season.

Opposite the junction with Newcomb's Rd., on an old piece of the highway which has been left as a side street, is the *Daniel Fones House* (R). Captain Fones commanded the Colony sloop 'Tartar' in the 1745 expedition against Louisburg. This land had been held in the family since 1680, and was part of the Atherton Purchase, bought from John Winthrop, Jr., about 1669. The Indians had sold it to Winthrop and others in 1659. The present house has been much modernized; its porch and ell are of recent date, and even the gambrel roof on the main section, which has a central chimney bearing the date 1644, is a style much later than the year indicated.

Near this house, but a little farther (R) from US 1, is another *Daniel Fones House* (about 1690), in more conventional Colonial style, with a central chimney and peaked roof. After living in this part of North Kingstown for some time, Fones moved south to the village of Wickford.

Devil's Foot Rock, 22.9 m. (R), is a large flat rock with a curious depression which has traditionally been considered as an imprint of the Devil's foot. The footprint, close to the road, according to legend marks the spot where the Evil One stepped when he came over to the mainland from Conanicut Island.

At 23.3 m. is the junction with Camp Ave.

Left 2.5 m. on the latter is QUONSET POINT, a summer colony with a good beach.

The *Richard Smith House*, 24.3 m. (L), known also as the Updike House, and as Cocumcussoc, is scarcely visible from the highway because of surrounding trees. This two-and-one-half-story frame structure has a central brick chimney. The modern vine-covered piazza along front and sides disguises the old lines so that the house does not appear to be of late 17th-century type. In 1639, Richard Smith built here his first trading post in the Narragansett Indian territory; its garrison house served as headquarters for the Colonial troops during the campaign which ended in the Swamp Fight in 1675. A few rods in front of the house is a tablet marking the grave of 40 men who fell in this engagement. The house was burned in 1676 by Indians, but a few of its beams are said to be contained in the present house, erected by Richard, Jr., about 1680. Richard, Sr.'s wife, according to tradition, brought from England a recipe

for cheese that became so popular that the local product was shipped to the southern Colonies and to the West Indies.

At the edge of the highway, 24.4 m. (R), is a stone marker stating that near here was situated the *Roger Williams Trading Post*, established in 1637. Williams spent much of his time here bartering with the Indians. In 1651, he sold his post to Richard Smith, whose trading house was only a few rods distant, in order to obtain money for his journey to England to seek the annulment of the patent (1651-52) under which William Coddington had established a separate government for Newport and Portsmouth. A little farther back from the highway near the Trading Post marker is the *Palmer Northup House*, an unusual small structure, high for its horizontal dimensions, with a large stone chimney on the north end. The unevenly spaced windows (those on the second floor have modern panes) suggest an amateurish adaptation of some more conventional design. The house bears some resemblance to a mid-seventeenth-century type, but the porch is undoubtedly of more recent date.

At 25 m. is the junction with paved Tower Hill Rd., or US 1B, a slightly shorter route than US 1 into South Kingstown.

Right on US 1B, at 0.6 m., is the junction with State 102, part of which is still called the *Ten Rod Road*. It was originally laid out 165 feet wide so that herds of cattle could easily be driven from western Rhode Island, and from eastern Connecticut, to Wickford for shipment by sea.

The *Phillips House*, 0.9 m. on US 1B (R), in the small village of BELLEVILLE (Town of North Kingstown, alt. 55) is sometimes called Mowbra Castle. The original house (about 1700) consisted of the ell and a part of the present main building. The chief architectural feature of the exterior is a stone pilastered chimney. During the Revolution, Samuel Phillips was a lieutenant in the Continental Navy. He commanded one of the five boats in the daring expedition that captured General Prescott in Portsmouth in July, 1777.

At 3.9 m. is the junction with unpaved Shermantown Rd. Right 0.7 m. on this road is Congdon Hill, the *Site of St. Paul's*, or the Old Narragansett Church, now in Wickford (*see below*). The church was founded through the efforts of the English Society for the Propagation of the Gospel in Foreign Parts. Dr. James MacSparran was appointed minister of this church in 1721, and served until 1757. The church was built in 1707, and was moved to Wickford in 1800. Dr. MacSparran is buried in the cemetery that adjoined the church.

At 4.9 m. on US 1B is the *Hazard Carson House* (R), a two-story frame structure (about 1775). The living-room in this house, now called Hazeldeane Farm, has a fine Colonial mantel and wainscoting.

At 5.5 m. is the North Kingstown-South Kingstown boundary line. As the highway passes over the high rolling country in this vicinity are good distant views of the *Pettaquamscutt River*, or Narrow River, and Narragansett Bay (L). In the little settlement of BRIDGETOWN, at the head of the Pettaquamscutt River, the inhabitants smoke the herrings they catch in the annual runs.

In a field (L) at 5.6 m. is an unmarked stone known as *Hannah Robinson's Rock*. According to tradition Hannah Robinson, on her return to her father's house after having been deserted by her husband, asked the servants who were carrying her litter to stop that she might get a last look at her beloved Narragansett Country (*see below*).

At 5.8 m. is the junction with paved Bridgetown Rd. and left 0.6 m. on the latter is the junction with Narrow River Rd. (dirt).

1. Left about 0.5 m. on Narrow River Rd. is *The Glebe*, a dilapidated gable-roofed

frame building. Here dwelt James MacSparran, rector of St. Paul's Church, with his wife Hannah (Gardiner), whose family built the house (about 1690). Notable are the hand-hewn beams and paneled walls. MacSparran's home was a center of lavish hospitality; here were often entertained Dean Berkeley, and John Smibert the artist. The only thing about South County that this famous Episcopal clergyman disliked was the climate which he found 'either frying or freezing.'

2. Right on Narrow River Rd. is the Thomas G. Hazard Farm on which is the *Coojoot Black Lead Mine (unsafe to visit)*. The Indians of this region used to smear their faces with the lead as a sign of mourning.

At 7.45 m. on US 1B are stone gateposts (L) through which can be reached, by a footpath which begins at the top of a hill 0.2 m. inside the entrance, *Pettaquamscutt Rock*, or Treaty Rock. On this spot was negotiated the Pettaquamscutt Purchase of 1658, by which a group of white settlers acquired from the Indians a large tract of land, the boundaries of which were not quite clear, but that may have been 144 sq. mi. in area. The rock is now on private land (*visit by consent of owners*).

At 7.7 m on US 1B is the junction with the dirt Middle Bridge Rd. At the junction is a tablet (L) inscribed: 'This Acre of Land was given by Samuel Sewall and Hannah His Wife, September 23, 1707, "To build a Public Meeting House for the Solemn Worship of God." Doctor Joseph Torrey, Minister of this Church, 1732 to 1791, Lies Buried Here.'

Left 0.1 m. on Middle Bridge Rd. is the *Helme House* (L), built before the Revolution, the last remaining house of what was known as Tower Hill, the capital of South Kingstown. In Revolutionary days, a small boy would be sent to the roof of this house to watch the coming and going of the fleet off Newport. Here Benjamin Franklin was frequently entertained on his journeys between Boston and Philadelphia. The present owner is a descendant of Chief Justice Helme, whose name the house bears. Samuel Casey, the silversmith who turned counterfeiter, carried on his business in the attic of this house, between the time his own house burned and the night when he left Rhode Island for a safer clime. He was arrested for his illegal activities in the summer of 1770, and subsequently confined in a jail in the village (not extant, and even its location is uncertain) of LITTLE REST. Casey escaped as the result of a jail delivery the night of November 3, 1770, when 'a considerable Number of People riotously assembled in King's County, and with their faces blacked proceeded to his Majesty's Gaol, there, the outer door of which they broke open with Iron-bars and Pick-Axes.'

At 1.1 m. on Middle Bridge Rd. is a marker near the *Site of the Jireh Bull Garrison House* (R); the house was burned by the Indians December 15, 1675, during King Philip's War.

The *Carter-Jackson Monument* (R), 9 m. on US 1B, is a low stone pillar, easily overlooked, which is completely covered by a lengthy inscription. The story connected with this spot is, in brief, that William Jackson of Virginia was murdered here by Thomas Carter of Newport. The latter, rendered penniless by a shipwreck, killed Jackson for his money. The deed was done by a dagger, about midnight on January 1, 1751. Carter was hanged for the crime, on Tower Hill, the following May. The clanking of the gibbet chains, as the felon's body remained hanging there, often terrified persons who passed by. Thomas R. Hazard wrote that as a boy he heard 'ever and anon, one of Carter's bones fall cajunk to the ground.'

As the highway passes over the brow of a hill near the Carter-Jackson Monument, a panorama of the whole country to the south comes into view. A little to the east (L) is NARRAGANSETT PIER, directly south is POINT JUDITH, and slightly to the west (R) is the village of WAKEFIELD nestling in a valley. Much of South Kingstown's rolling acres are covered with Miami stony loam, a strong soil, mellow brown in color, which holds moisture well, and is good for crops of corn, potatoes, and onions.

At 10 m. is the junction with US 1.

At 25.4 m. on US 1 is the old village of WICKFORD (Town of North Kingstown; sea level), which takes pride in having more well-preserved 18th-century houses than has any other village of its size in New England. Along West Main St., between this point and the village center, are eleven old buildings; but since only three date from before 1800 this may be considered one of the newer sections of Old Wickford. Much of the original village was laid out as a real estate development by Lodowick Updike, grandson of Richard Smith, the trader at Cocumcussoc (*see above*). Updike began selling lots in 1709. The first house in the village was probably erected in 1711, on the south side of present Washington St.

A little to the south of the village center, on US 1, is the *Town Hall* (L), the administrative center of the township of NORTH KINGSTOWN (alt. 200, pop. 4297), which was incorporated as King's Towne in 1674. In 1686, the name of the town was changed to Rochester, but in 1689 the old name was restored. The town was divided into North and South Kingstown in 1722-23. The act of separation stipulated that North Kingstown should be regarded as the older town. In 1842, the western portion of North Kingstown was set apart and incorporated as the town of Exeter.

The first academy in Rhode Island was established here in 1800, as the Washington Academy. Educational endeavors were unstable, the new public school lasting but a few years. This was 28 years before appropriations were made by the State for the establishment of public schools.

About a half mile east of the Town Hall is *Poplar Point*. The old *Lighthouse*, built here in 1831, is now used as a dwelling-house. A new harbor light has been built out in the bay. On Poplar Point a company of American soldiers, the Newtown Rangers, was captured during the Revolution. From the Point, in 1777, the Americans forced back a barge-load of British soldiers who were attempting to make a landing.

On West Main St. west of the center of the village, is the *Old Town House* (R), a small one-story frame structure (1807). This plain building, reminiscent of countless New England schoolhouses, is now an American Legion Hall.

Near the village center, a few yards west of Bridge St., is the *Stephen Cooper House* (1728), probably the oldest house now standing in Wickford. It is a gambrel-roofed house, painted gray with brown trimmings.

In the center of the village, US 1 turns right, but Main St., straight ahead, is a rich field for students of early American architecture. On this short street are no less than 20 houses, built between 1728 and 1804. On adjoining or near-by streets are more than 40 other old houses, most of them dating from the 18th century.

The *Immanuel Case House*, 64 Main St., probably built in 1786, is an outstanding example of a late 18th-century home. It is a large two-and-one-half-story house, rectangular in plan, with two large brick chimneys rising from the ridge of its gable roof. The massive chimneys

taper. Interesting features are the corniced windows and the paneled door; Ionic pilasters support the latter's entablature which has a decorated frieze; the entablature is topped by a pediment. The simple lines of the structure and the interesting details combine to give an impression of dignity and affluence. Immanuel Case was tavern-keeper in the old village of Tower Hill; he moved to Wickford in 1786.

Branching from Main St. east of the Case House is Church Lane, which leads around a corner to the *Old Narragansett Church* (*open in summer; in winter on application to the Wickford House on Main St.*). This church was built on Congdon Hill and moved to Wickford in 1800. According to old records it was moved 'between Tuesdays.' It is an exceptionally fine example of an 18th-century church. The building is severely plain in outline, without a tower or other external decoration, except a beautiful doorway surmounted by a large, curved, broken pediment, supported by two plain capped pilasters. A small dark tablet is in the pedimented field. The church is used for summer services; slave pews are still visible in the gallery.

Ye Old Narragansett Bank House (1768), on the southwest corner of Main and Fountain Sts., was once used by Deborah Whitford as a bakery. About 1805 it was remodeled by Benjamin Fowler, a merchant, landholder, and financier, to serve as a bank; since 1853 the building has been used for residential purposes. In appearance it is much like the Case House (*see above*).

On the east side of Pleasant St., a few yards north of Main St., is the *John Updike House* (1745), one of the largest and best-furnished homes of old Wickford. The building is two-and-a-half stories high, with a gable roof and central chimney. It was confiscated from a Tory owner during the Revolution.

At the east end of Main St., 0.3 m. from US 1, is a pleasant view of Wickford Harbor.

From Main St. a marked side road runs about 0.5 m. to the *State Lobster Hatchery* (*visitors welcome*), where lobsters are raised from eggs. The Wickford Hatchery released about 1,500,000 lobsters in 1935. All egg lobsters taken from Rhode Island waters must be turned over to State agents, who send them to this hatchery. The young lobsters that subsequently appear are cared for until they reach the 'bottom-seeking' stage in which, when released from the hatchery, they go to the bottom of the ocean until they become large enough to protect themselves. The hatchery has on hand at one time about 10,000 baby lobsters.

At 25.9 m. (R) is the *South County Barn Museum* (*open Sat., Sun. aft. in summer; at other times by arrangement; adm. 25¢*), containing a fine collection of the implements used in early times by farmers, mechanics, and housewives. The tools and products of the various craftsmen and artisans are gathered into small shop units to present an interesting and accurate picture of Colonial life. Here the visitor sees the tools with which the colonist tilled his fields; how he kept his livestock; how he

spun yarn, wove cloth, and made clothing; what he used in caring for the sick; what he used when he hunted and fished, and traveled and traded by land and sea.

At 27.2 *m.* is the small residential village of HAMILTON (Town of North Kingstown, alt. 20). At 29.1 *m.* is the junction with a paved side road. From the junction can be clearly seen (L) Conanicut Island in the middle of Narragansett Bay, and in front of it the smaller Dutch Island, site of Fort Greble. *Fort Greble*, constructed during the Civil War, is now garrisoned by a skeleton force. South of this point US 1 runs close to the Bay so that there are many attractive views to the eastward.

Left 0.5 *m.* on the side road is *Plum Beach*, a small but excellent bathing beach. Here also at *Barbour's Heights* the town maintained a coast guard and breastworks during the Revolution.

At 29.4 *m.* is the junction with a side road (dirt).

Right 1 *m.* on the latter, in a little brook valley among low rolling hills, is the *Gilbert Stuart House* (open May–October). In this large barn-like structure (1751), painted a dark red, was born Gilbert Stuart, son of a Scottish snuff-grinder, who became America's great portrait painter. As a young boy Stuart went to school in Newport where he attracted attention by painting dogs and copying other pictures. He spent two years abroad in the early 1770's, painted a short while in Newport in 1775, went to the British Isles again 1775–93, and after that lived and worked in New York or Boston. For a hundred years after Gilbert Stuart's time a gristmill was operated in this building. The old structure has recently been restored by the Gilbert Stuart Memorial, Incorporated, and snuff is once more being made.

The *Casey House*, 30.1 *m.* (R), was the scene of several Revolutionary skirmishes. The original floor (about 1725) of the dining-room, which has been overlaid, is riddled with holes, as are three of its doors. A closet at the right of the stairway served as a safe hiding-place for the American minutemen.

At 31.7 *m.* is the junction with paved Old South Ferry Rd. in the northern part of the township of Narragansett.

Left 0.5 *m.* on South Ferry Rd. is the *Franklin Ferry House* (L), a rambling yellow farmhouse, used as joint dwelling and business office for a ferry which began running shortly before 1700, and was the only means of connection between Newport and the mainland.

In front of the Franklin House the paved section of the highway turns left, and on this road, at 1 *m.* (L) is the large, well-preserved *Hannah Robinson House* (about 1710). This large two-and-one-half-story gambrel-roofed house was remodeled in 1755 by Rowland Robinson, a wealthy Narragansett planter, grandson of the builder, and father of Hannah. The house was once 105 feet long, but the old kitchen and Negro quarters have been demolished, reducing the length to about 60 feet. The central chimney and straight-roof line are of early Colonial style; the pedimented doorway and gambrel roof are Georgian. The doorway, with fluted pilasters and broken pediment, would appear to date from later than 1755. The general appearance of the house is one of dignity and restraint. The west bedroom, known as the Lafayette Chamber, since it was occupied by the Marquis de Lafayette during the Revolutionary War, contains the names of French officers scratched on the window-panes. In this house, Hannah Robinson met the Frenchman with whom she later eloped. The story of her desertion, of her poverty and illness and her father's unrelenting anger, of the too late reunion of father and daughter, and of the return of the girl on a litter borne by slaves to this house to die, is well told by Alice Morse Earle in 'Old Narragansett.'

Straight ahead on the unpaved section of South Ferry Rd. at 0.7 *m.* is the *Narragansett Baptist Church* (L), a simple, white frame building visible for miles around because of its location on a treeless hilltop. No regular services are now held here; the building serves as a social center.

At 0.8 *m.* (R) on South Ferry Rd., on the east slopes of a hill overlooking the bay, is *Fort Philip Kearney*, which was built on the site of the former village of South Ferry. During the Civil War the village consisted of eight or nine tenement houses, an inn and a mill that manufactured jean cloth. At the present time the mill engine room and dye house are still standing. In 1905, the Government bought twenty-five acres of this land from the Davis Pain Killer Manufacturing Company and built Fort Kearney. Two companies were stationed here during the World War, to help Forts Greble and Getty prevent enemy boats from passing up Narragansett Bay to Providence and towns en route. Mines were laid, and a net was strung across the bay to prevent the entrance of enemy submarines.

At 32.3 *m.* is the junction with a paved side road marked 'Bonnet Point.'

From this junction is clearly visible *Beaver Tail Light* at the south end of Conanicut Island (see *Tour 7A*).

Left on this road 0.5 *m.* is, standing a little to the north, the *William Gardiner House* (L), gable-roofed with a central chimney, the home of a wealthy 18th-century farmer, whose daughter, Hannah, married Dr. James MacSparran, pastor of St. Paul's Church. Mrs. MacSparran died in London during a plague.

On BONNET POINT, 1 *m.*, which is now a summer colony, was a Revolutionary Fort, erected in 1777, but twice rebuilt. During the Revolution, it was used continuously, and again, during the War of 1812, a battery was stationed here. During the Civil War it was rumored that the Confederate cruiser 'Alabama' was anchored in the bay and once again the fort was strengthened and a battery put on duty. The fortifications have since been demolished.

At 34.5 *m.* is the junction with a paved side road.

Left 0.2 *m.* on this road is the *Hazard House* (L). It is a large, square, white frame house (about 1740), with a front lawn sloping gently down toward the bay. From the front of the house can be seen *Whale Rock Light*, between the mainland and Conanicut Island. The lighthouse was completed in 1872.

The Hazard House is on the northern edge of the village of Narragansett, which is the administrative center for the township of the same name.

NARRAGANSETT, 36.1 *m.* (alt. 15, town pop. 1258). The township has been a separate political entity hardly more than a quarter-century, since it was incorporated in 1901, though in 1888 it was set aside as a special district in the township of South Kingstown. Narragansett perpetuates the name of the great tribe of Indians which at one time roamed over this territory. The Narragansett Indians were killed or driven away at the time of King Philip's War, 1675-76. The 19th-century mansion of Governor William Sprague (1860-63), which burned in 1909, was built on the site of one of the camping grounds of Canonchet, last notable sachem of the tribe.

The town is situated in the southeastern part of Washington County about 30 *m.* from Providence. Narragansett is a long narrow strip of land with a very irregular coastline. The surface is fairly level with several low rolling hills, the soil of which is well adapted to general farming. The Pettaquamscutt River forms the western boundary of the town. There are several salt-water inland ponds throughout Narra-

HERE AND THERE

AMONG these pictures are scenes of varying interest in all parts of the State, especially in the less-crowded and less-traveled regions. Historic remains, architectural details, homes, ways of life, recreation spots, and natural scenery are presented more or less at random.

Here is the Hannah Robinson House, recalling the story of the disobedient daughter who came home to die; the broad doorway of the Narragansett Church, beautiful for its broken segmental pediment; an old windmill, one of Rhode Island's last; the roadway of the slender and graceful Mount Hope Bridge; and a view of Watch Hill, one of the State's best-known summer resorts. The Wickford street scene symbolizes the restful old age of a town once thriving with shipyards.



LIGHTNING SPLITTER HOUSE, EAST PROVIDENCE



HANNAH ROBINSON HOUSE, NARRAGANSETT



DOORWAY, NARRAGANSETT CHURCH, WICKFORD



HANNAH ROBINSON HOUSE, NARRAGANSETT.

STREET SCENE, WICKFORD





DOORWAY, BISHOP HOUSE, RUMFORD

WINDMILL, PORTSMOUTH





MOUNT HOPE BRIDGE, BRISTOL-PORTSMOUTH



AMOS COOK HOUSE, CUMBERLAND HILL

FIREPLACE HOUSE, LINCOLN WOODS, LINCOLN





A SOUTH COUNTY FARMYARD, NARRAGANSETT

WATCH HILL, BLOCK ISLAND SOUND



gansett, the largest being Point Judith Pond. As a farming community in Colonial days, this section of the State, referred to as South County or the Narragansett Country, was lorded over by slave-owners who managed large tracts of land, and who, as wealthy proprietors, led a life of comparative leisure.

Narragansett is best known as a summer resort today, although some farming and fishing are carried on here. Many years ago a long pier jutted out into the water just below the largest bathing beach, and here vessels of all descriptions landed passengers and cargoes. The heavy surf tore the pier away, but today this part of Narragansett is still known as Narragansett Pier. The beaches above and below the Pier continue to attract thousands during the summer months.

Gossip records a tale about an old woman who would sit for hours motionless at her loom. After she had gone home at night, the family for whom she worked would wake and hear the half-toned clapping of the loom, run perhaps by the Devil himself in his zeal to help the witch with her stint. At the end of the week more cloth appeared on the cloth beam, more linen was ready for bleaching, and more reels of carpet were woven than could be turned out by any man-weaver in the province. After the old woman's death, the windows in her house were broken by witch-hating passers-by, and the spring rains and the summer suns freely entered the rooms. The bed on which she died, a sack full of barley straw with occasional spikes of grains attached, sprouted and grew through the coarse hempen bedtick, and became as green and flourishing as the grass on her unmarked grave.

About a half-mile north of the center of the village, and visible from US 1, is the well-equipped *Dunes Club* (L), aptly named for its surroundings. The club is for members and their guests. The main clubhouse is a low rambling stucco structure 300 feet long, and two stories high with an impressive clock-tower. The club is near the north end of Narragansett Pier beach, a crescent-shaped strip of sand about a half-mile in length.

Near the village center is *Sherry's Bathing Pavilion*.

At 36.1 m. in the center of Narragansett, US 1 turns right on Narragansett Ave.

Straight ahead at the intersection is the route to Point Judith, 5.7 m.

At 0.1 m. turn left on Beach St., past *Pettaquamscutt Park* on the site of the former Hotel de la Plage, between the Casino Theater and the Narragansett Beach Corporation. The park serves as a convenient passageway to the beach walk and is a pleasant place to rest. Band concerts are held here during the summer months. Just beyond the park the highway bears right on Ocean Rd. Near the turn is *The Towers*. This was originally the home of the old Narragansett Casino. Only a stone arch across the road, with two large towers at either end, is left of the old Casino which was burned some time ago. This building is now used as a store. Near-by is the *Coast Guard Station* (L), a two-story stone building with a slate roof (1887). At about 1 m. the built-up section of the village of Narragansett gives way to the large estates of summer colonists, which line both sides of the highway.

Hazard Castle, 1.3 m. (R), almost hidden from the road by trees, is a large building of rough stone, with two large granite towers. The house was begun in 1846, as an imitation of an English abbey, by Joseph Peace Hazard, but he soon abandoned it in an unfinished condition, and vegetation grew up in wild confusion. The house was then given the name of the 'Haunted Castle.' In 1883, a nephew of the original builder bought the place and completed it. A view from the top of the square tower (the other is hexagonal), 165 feet above sea level, includes from the northeast to the southwest every point from Newport to Block Island, while to the northwest may be seen Wakefield and Peace Dale. In this building, some years ago, Mr. Dwight W. Tryon, the New York artist, had a studio.

The entrance to the *Point Judith Country Club*, for members and their guests, is at 1.8 m. (R). The club maintains a golf course, tennis courts, and polo grounds. The polo games are held the last week in July and the first two weeks in August (*open*; adm. 55¢).

Scarborough Beach, 3.5 m. (L), is a State reservation with a fine beach. A large pavilion is now being constructed on the reservation.

At 4.7 m. is the junction with a paved side road.

Right 0.7 m. on this road is *Sand Hill Cove*, another State reservation. The bathing beach is enclosed by the Point Judith Breakwater. GALILEE, 1.7 m., is an old-fashioned little fishing village.

Ocean Rd. ends 5.7 m. at POINT JUDITH. Many stories are told about the origin of the name. Some say the Point was named for the wife of John Hull, Boston goldsmith and mintmaster, while others claim that it was named for Judith Stoddard, his mother-in-law. Also, there is the legend that the name was given by some churchman from Boston, who took the name from the Bible. On some of the earliest maps the name is printed 'Point Juda Neck.' Another story goes that a Nantucket captain was lost in the fog and did not know in which direction to steer. His daughter, in the boat with him, presently cried out that she spied land. The old captain, not so quick to see it, commanded anxiously, 'Pint, Judy, pint!' Whatever its derivation, the name of Point Judith refers to a piece of land now known to all mariners as one of the most dangerous spots along the Atlantic Coast. The *Point Judith Coast Guard Station* is on this point. During the Revolution a coast guard and tower beacon were maintained here. In 1888, a Coast Guard Station was built. The building burned down in 1933 and was replaced by a new station which was completed in 1935. Near the Coast Guard Station is *Point Judith Lighthouse*. The first lighthouse was a wooden structure built in 1806. This was blown down in the great gale of September, 1815. The present building is an octagonal stone building which was built in 1816. The light is operated by electricity. Though dangerous to seafarers, Point Judith appears tame on ordinary occasions. The surrounding land is flat, sandy, and nearly treeless. Only when high winds roll up huge breakers does the Point impress landlubbers with its threatening character.

On Narragansett Ave., US 1, is the *Mansion House* (L), a four-story summer hotel which contains the most beautiful corner-cupboard in South County, a cupboard that was probably brought from an older house, the Thomas Mumford Homestead, which stood nearer the Tower Hill Road and was burned many years ago. Thomas Mumford, one of the original Pettaquamscutt Purchasers, owned large tracts of land in this part of Narragansett.

Near the western edge of the village is *Sprague Memorial Park* (R). In the distance on a hilltop (R) can be seen a tall brown structure, the *Tower Hill House* (in South Kingstown), a home for under-privileged children conducted by Roman Catholic charities.

At 38 m., near the South Kingstown boundary line, is the junction with

US 1B (*see side tour above*), and also the paved Kingstown Rd. leading to Peace Dale.

Right 0.7 *m.* on the latter road is the *Scallop Shell* (R), the home of Miss Caroline Hazard. Miss Hazard, President of Wellesley College from 1899 to 1910, was the author of many books, including 'Anchors of Tradition,' 'Narragansett Ballads,' 'A Scallop Shell of Quiet.'

At 1.5 *m.* is the village of PEACE DALE (Town of South Kingstown, alt. 40). This village is the home of the *Peace Dale Manufacturing Company*, the chief industry of the place; its history dates from 1800. Isaac P. and Rowland G. Hazard erected a mill here for the making of fine woolens, and in 1848 they procured a charter for the Peace Dale Manufacturing Company. Under their organization the new mill began to turn out shawls in 1849. In 1856, the works were greatly enlarged and in 1872, a new mill was added for the manufacture of worsted goods. In earlier times the farmers of Peace Dale raised large quantities of flax; the seeds were pressed into oil and the fiber of the flax was woven into linen. In 1751, the General Assembly passed an act for promoting the raising of flax by giving a bounty. The stores all took flax in barter and each kept a machine for beating out the seed.

Near the center of the village, on Kingstown Rd., is the *Hazard Memorial Library*, a fine stone building erected by the Hazard family in memory of the late Rowland G. Hazard.

On the southeast corner of Kingstown Rd. and Columbia St. is the *Museum of Primitive Culture* (*open 10-2 daily except Sunday; free*). This collection, the work of Rowland G. Hazard, was inspired by his interest in primitive peoples. In the collection are several thousand specimens obtained from various localities in the United States and from many foreign countries. The bulk of the material is archeological, consisting of stone artifacts, such as arrows, spear-heads, etc., with ethnological items, such as baskets, costumes, pestles, and skin-scrapers. A number of objects pertain to the early history of Rhode Island.

At 38.6 *m.* is the village of WAKEFIELD (Town of South Kingstown, alt. 40). The center of the village is crowded with small stores, but to the south US 1 passes many large homes set amid beautiful tree-shaded lawns. The *Wakefield Manufacturing Company*, once known as the Narragansett Mills, was operating in Wakefield before 1800. After several changes in ownership and management, the company was sold (1866) to Robert Rodman who manufactured here, for many years, jeans and doeskins. The company is now managed by a New York concern which manufactures woolen cloth.

On High St. in the village of Wakefield is the *Town Hall*, the administrative center of SOUTH KINGSTOWN (alt. 333, pop. 6010).

South Kingstown was formerly a part of the township of Kingstown, incorporated in 1674. Kingstown was divided into North and South Kingstown in 1723. Three-quarters of a century earlier a settlement was made at Pettaquamscutt (1657-58). In 1888, Narragansett was set off from South Kingstown as an incorporated district and in 1901 it was incorporated as a separate town. It is the largest town in area (62.9 sq. m.) in Rhode Island, and it contains the State's largest body of fresh water, Worden's Pond, one of the sources of the Pawcatuck River.

In South Kingstown the Narragansett Indians had their stronghold, and it was among these pleasant valleys and hills that they hunted, fished, and tilled their small fields of corn before the white settlers came. There

are a few Indians remaining now in the township. Most of those that are living here are not of pure blood, but are intermingled with other races, some with the Negro.

On Old Kingston Rd. at Rocky Brook, 0.3 m. west of High St., is the *William Rodman House*, which some authorities hold to be the birthplace of Oliver Hazard Perry. The house more often referred to as the Perry House is about 2 m. south of Wakefield on US 1 (*see below*).

Sugar Loaf Hill, which rises about 50 feet above the highway at 39.2 m. (R), is of disputed origin. Some have held it to be an artificial foundation erected by the Indians, but geologists claim that it is a natural hill. There is a good view from its summit.

At 39.25 m. an older section of the Post Rd. (paved) branches off to the right.

Right 0.1 m. on this road is the *Willard Hazard House* (R), better known as the Tavern. This long, two-and-one-half-story shingled structure was built about 200 years ago. The pulvination which tops the windows on the first floor is unusual. Here, according to Thomas Hazard's 'Jonny-Cake Papers,' the widow Nash combed the hair of William Jackson, the unfortunate traveler from Virginia who was murdered by Thomas Carter (*see above*). For years this house, with its tap-room and great ballroom on the second floor, was a haven of rest when coaches rolled between Kingston and Narragansett. It is still a hostelry, known as Ye Old Tavern.

At 0.2 m. on the Old Post Rd. is the *Dockray House* (R), one of the older houses of South County and a famous landmark, with its chimney and oddly placed windows. John Dockray, a merchant from Newport, bought the land from Daniel Stedman, 'with dwelling,' on February 25, 1769. The ell, once used as a store, is believed to have been built in 1725.

At 40.7 m. is a marker (R) stating that here stood an old schoolhouse in 1728.

At 40.8 m. is the junction with a dirt lane.

Right 0.3 m. on the latter is the *Oliver Hazard Perry House* (*open May 30 to Oct. 1, 11-6; admission 25¢ each for large parties, otherwise adults 50¢, children 25¢*). It is a two-story, gambrel-roofed house, restored in 1929 by Mrs. Perry Tiffany, wife of the last descendant-owner. The land has been held by the Perry family since 1702, when Benjamin Perry came here from Sandwich, Massachusetts. This house has been called 'the house that launched a fleet of ships.' From here Oliver Hazard Perry went to take command of the American inland fleet on Lake Erie. The house contains many relics both of Commodore Oliver Hazard Perry and his younger brother Commodore Matthew C. Perry, who opened the ports of Japan to the world.

The *Samuel G. Potter House*, 41.7 m. (L), a one-and-one-half-story structure, was built about 1800 on a part of the John Potter Estate, by Samuel G. Potter who was twice Lieutenant-Governor. The house, surrounded by evergreens, stands back some distance from the highway.

At 41.9 m. is the junction with an unpaved side road marked 'Snug Harbor.' Here is a good view of *Potter Pond* (L).

Left on this road 0.1 m. is the *John Potter House* (R), a one-and-one-half-story shingled structure. The chronicles of this region describe John Potter as an 18th-century squire, fond of foxhunting, the pleasures of the table and good wine; as skillful in fishing for votes of Rhode Island freemen as for striped bass; an acknowledged but not convicted counterfeiter — the legend being that when the King's

runners were sighted, Potter threw his counterfeiting press into the deepest part of Potter Pond, from which it was never recovered.

At 42.7 m. is the junction with a dirt road marked 'Matunuck Point.' Along this road on the way to the shore may be enjoyed, in early summer, the delicate fragrance of mountain laurel in bloom.

Left 1 m. on this road is the *Hazard Holland House* (L). This house, situated back some distance from the road, was built about 1778 and once belonged to General Stanton, an 18th-century soldier and politician. The house still has its original doors and windows, three of which have inside sliding shutters.

Matunuck Beach, 1.6 m., is one of the oldest summer colonies on the Atlantic seaboard. There are many beautiful homes and hotels at this beach. To the west of the beach is Matunuck Point, and the *Matunuck Theater-by-the-Sea*, open during the summer months. It has a summer stock company with well-known actors and actresses playing the leading rôles.

The *Wager Weeden Watering Place*, 42.6 m. (L), is marked by a tall stone slab, noting that water used to be brought to this spot, from the pure waters of near-by Wash Pond, by Wager Weeden (*see below*).

Opposite the Weeden tablet, on a hill back of several houses near the roadside, is the *Edward Everett Hale House* (R), with an H cut in its wooden window-shutters. There the author of the 'Man Without a Country' spent his summer among the natural beauties he loved so well.

Willow Dell (1785), 42.85 m. (L), an attractive large house painted yellow, with red trimmings, and green blinds, was the 19th-century home of Judge Wager Weeden, grandfather of William Babcock Weeden the historian. The house is a rambling structure with several distinct units. The two-story gambrel-roofed section follows the two-room, central chimney principle common to the 18th century; the larger three-story unit and ell are later additions. Because of their greater height and floor space, the additions make a sort of tail that wags the dog.

At 43.4 m. is the junction with Perryville Rd. (paved).

Right on the latter is a hilly country covered with scrub oak and pine. At 2.1 m., at the intersection with Tuckertown Rd., is the *Captain Tucker House* (L), built in 1731, and much remodeled. On the estate, now owned by Mr. Albert Lownes, has been constructed, some distance behind the Tucker House, a replica of the Roger Mowry House, a Providence house typical of the middle 17th century.

At 3.4 m. on Perryville Rd. is a stone slab marker (R) stating that near this spot was formerly the *Ministerial Woods*, a tract of about 300 acres set aside in 1668 for the support of a minister. For a long time both Congregationalists and Episcopalians claimed the land, the former receiving undisputed possession in 1752. In 1821, the land was divided into house lots and sold, the proceeds being given to the Kingston Congregational Church.

The village of PERRYVILLE (Town of South Kingstown, alt. 90), 44 m., is marked by a church and a half-dozen houses; it was named for the many Perry families who live, or used to live, in this part of the township.

At 44.1 m. is the junction with the unpaved Moonstone Beach Rd.

Left 1.6 m. on this road is the *Samuel Perry House* (L). This house must have been built between 1696, when Samuel Perry came to Kingstown and was made a free-man of the Colony, and 1716 when he willed the homestead, a mill, and 146 acres of land to his son James. With this house is connected the legend of the ring that returned from the sea. The wife of one of the Perrys, boasting of her riches, threw

her golden wedding ring into the sea, remarking that it would be as impossible for her to become poor as for her ring to return. Sometime later her husband cut her ring out of a fish that was being served at dinner, whereupon the lady grew pale with fear. Years later she died in poverty.

At the end of the road is *Moonstone Beach*, 2 m., named for the yellow-white, or pearl-like, color of its sand.

The *Great Chimney House*, 44.6 m. (L), known also as the Browning House (about 1750), now stands in a dilapidated condition in an auto scrap yard. Nearly opposite this weather-beaten, shingled house is the *Quaker Burial Ground*, which is about 200 feet to the right of the highway and not visible from it. George Fox preached to the colonists in this vicinity in 1671, and soon after that his converts erected a meeting-house near the present burial ground. James Perry, Sr., was instrumental in its building, and he gave three acres of land for a free burial lot. The meeting-house was torn down in 1888.

At 45.9 m. is the junction with paved Green Hill Rd.

Left on this road 1.8 m. is the intersection with a dirt road, near which intersection is the *Babcock House* (about 1788), built on the top of Green Hill (L), overlooking Trustum Pond and the sea.

Green Hill Coast Guard Station (open) (1912), 2.2 m., has been inactive since April, 1933, but is maintained in first-class condition.

At 46.4 m. is the South Kingstown-Charlestown boundary line. This part of Charlestown is flat and sandy. From the highway is visible (L) the ocean-front beach, which is separated from the mainland by Charlestown or Ninigret Pond. The evenly spaced summer cottages on the beach stand out against the ocean background like the teeth of a gigantic saw.

At 46.9 m. is the *Charlestown Airport* (L), a level field used only for emergency landings.

At 47 m. is the junction with an unpaved road, marked 'Charlestown by the Sea.'

Left 1 m. on this road is *Charlestown Beach*, offering surf-bathing, and camping places for the tourist. The beach also has three good hotels, open in season. Here also is the Charlestown Breachway where Charlestown Pond connects with the Atlantic Ocean.

General Stanton Inn (open in summer) (about 1755), 47.5 m. (R), is a three-story, gambrel-roofed, frame building, with shingled ends and a clapboard front. In the middle of the 19th century this inn was the real political headquarters of Rhode Island.

The cluster of houses and small stores at 48.1 m. is the village of CHARLESTOWN, also called CROSS'S MILLS (Town of Charlestown, alt. 20). In the village center, near the intersection with State 2, are two corn-meal mills. The larger and more modern of the two is run by Mr. Benjamin Gavitt. This plant uses a Diesel engine for its power, but the meal is ground by stones that are over 200 years old. Across the street is Mr. Robert Browning's mill, the *Indian Maid*, run by the old water-power system.

The *Town Hall* and an old *Indian Burial Ground* are right from the village center on State 2 (see Tour 3).

Charlestown Township (alt. 100, pop. 1118) was taken from Westerly and incorporated in 1738. It was named for King Charles II, who gave Rhode Island its charter in 1663.

At 48.3 m. is the junction with an unpaved road marked 'Fort Ninigret.'

Left 0.2 m. on the latter is *Fort Neck Lot*, a three-quarter-acre reservation owned by the Rhode Island Historical Society, though maintained by the State as a park. It is at the head of a cove opening from Ninigret Pond. This fort was supposed for many years to have been the stronghold of the Niantic Indians, but it is now generally conceded that it was built by the early Dutch traders and used as a trading post. Bastions and other evidences of military engineering skill found in the fort, whose original outlines are now preserved by an iron fence, seem to support this theory. Here Captain John Mason of Connecticut, and his little band of white men, when on their long and dreary march into the Pequot country in 1637, halted for one night. Sitting around their council fire with the Niantic braves, Mason persuaded Ninigret to join in warring against their ancient enemy.

At 49 m. (L) is the *King Tom Farm* (open June to September by permission of the owner), a two-and-one-half-story, gambrel-roofed building, painted yellow. The house was built between 1746 and 1769. Thomas Ninigret, better known as King Tom, was born in 1736; he went to England to be educated and from there brought plans for his home. The wainscoting and much of the interior work for the house were wrought in Newport. The house subsequently burned, but the original boundary has been marked with a low wall; in the rear a garden has been laid out, and on the foundation of the old chimney has been placed a bronze tablet, bearing a reproduction of the original King Tom House. On this farm is *Coronation Rock*, where the Narragansett Indians crowned their chieftains. The date 1770 is cut upon it, commemorating the year in which the last coronation took place.

At 50 m. is the junction with an unpaved road marked 'Kimball Bird Sanctuary.'

Right about 1.3 m. on this road is the *Kimball Bird Sanctuary* (open at all times), on the shore of Watchaug Pond. The grounds, beautifully landscaped with sumachs and red cedars, belong to the Audubon Society of Rhode Island. The Sanctuary has been in existence for nearly 12 years. It is being continually improved by the addition of more facilities, such as bird-houses and other equipment.

At 51.9 m. is the junction with an unpaved road marked 'Burlingame Reservation.'

Right about 1 m. on this road is the *Burlingame Reservation*, a State park acquired in 1927. Its land area is 3100 acres, about half of which is forested with broadleaf and pine. The Reservation is a game preserve, containing partridge, pheasant, quail, deer, rabbits, and squirrels. A water area of 500 acres provides for swimming and skating in season. Burlingame Camp, 141st Co., C.C.C., built in 1933, is on Watchaug Pond which skirts the reservation.

At 52.5 m. is the junction with an unpaved road.

Left 1.9 m. on this road is *Quonochontaug Beach*, where there are several hotels with excellent accommodations for guests seeking summer diversion, swimming, boating, fishing, etc. The hotels and inns are comfortable, as well as moderate in their rates.

The *General Stanton Monument*, 52.6 m. (L), is a granite shaft about 20 feet high, erected by the State in honor of Joseph Stanton, Jr., who was born in Charlestown in 1739. General Stanton was prominent as a soldier in the French and Indian War. He was a colonel in a Rhode Island regiment during the Revolution, and he was also prominent in politics, being one of the first two U.S. Senators from Rhode Island.

Opposite the monument is the *Old Wilcox Tavern* (*open in summer*), known also as the Monument House (about 1730). It was here that General Stanton was born. Recent renovation has restored the house, and especially its furnishings, to its 18th-century condition.

At 53.6 m. is the Charlestown–Westerly boundary line. Near the line, at 53.8 m., is the junction with a dirt road.

Left about 1 m. on this road is SHELTER HARBOR, an exclusive summer resort not open to the general public. At one time this resort was called Music Colony. Many singers and artists have summer homes here.

At HAVERSHAM CORNER, 54.3 m., the Watch Hill Shore Rd. leads left, about 6 miles to WATCH HILL (*see Tour 1A*).

At DUNN CORNERS, 55.6 m., is the intersection with paved Weekapaug Rd.

Left 0.6 m. on Weekapaug Rd., at the intersection with Shore Rd., is a bronze tablet marking the *Site of the Samuel Ward House* (R). Here lived Samuel Ward the Elder, who was born at Newport in 1725. He was the son of Governor Richard Ward. In 1745, he married Anna Ray of Block Island, and removed to Westerly. His high character and varied intellectual attainments at once found recognition and he soon became a political leader, whose influence extended over all the Colony. He was Governor, 1762–63, and 1765–67; this was in the exciting period before the Revolution, and Governor Ward counseled the people to resist English aggression. The letters that he wrote at the time are among the prized historical records of the State. At the opening of the Revolutionary War he was chosen by the Colony, with Stephen Hopkins, to represent Rhode Island in the First Continental Congress at Philadelphia; he was re-elected to the same position in 1775, and while in the discharge of his duty died at Philadelphia, on March 25, 1776.

Right from Weekapaug Rd. on Shore Rd. 1.5 m. is the *Winnapaug Golf Club* (*open at nominal charge*), an 18-hole course which extends along Winnapaug Pond and inland through a hilly and woody countryside of natural beauty.

At 1.4 m on Weekapaug Rd. by the Weekapaug Bridge (R) is the intersection with Atlantic Ave.

Right 2.6 m. on Atlantic Ave. is MISQUAMICUT (Town of Westerly, sea level), another beautiful summer resort; its beach, which extends along the Atlantic Ocean for about three miles, is the first ocean beach on the mainland east of New York. The majority of the cottages and hotels face the beach, with the main street or Atlantic Ave. to the rear. There is a busy shopping center which caters to the needs of the vacationists. The great salt pond, *Winnapaug*, in the rear of the beach, affords protected sailing and canoeing, also fish, crabs, and clams. Before 1894 there were no permanent dwellings here. In the latter year, Court B. Bliven of Westerly, who had a tent at the point, decided to build a cottage, and soon a group of Westerly men purchased a long strip of beach property and erected several other cottages. Bliven's wife named the group Pleasant View. Up to this time hunters and fishermen had camped on the dunes; families held picnics, dug clams, and swam in the ocean or pond; and farmers had come here to collect seaweed for fertilizer. As no crops could be raised, the dunes were considered of little value. From 1894 to 1903 the resort made but slow progress, there being but 28 cottages erected in that period. A hotel, the Pleasant View House, was erected by

James Collins of Westerly in 1903, and in the next eight years the resort was given a good road, a post office, water system, and electricity. In 1928, the name was changed from Pleasant View to Misquamicut, the Colonial term for the locality. In Misquamicut is *Atlantic Beach Casino* (dancing; roller skating), and the *Westerly Town Beach* (free; parking 25¢).

From the intersection with Atlantic Ave., Weekapaug Rd. continues into the village of WEEKAPAUG, 1.6 m. (Town of Westerly, alt. 20), a secluded summer resort whose coastline offers an unspoiled combination of rocky shore and sandy stretches. The main road winds in and out along the ocean front affording on clear days a distant view of BLOCK ISLAND (R) (see Tour 8). The village has several hotels, but there is no shopping center, save for a general store and post-office near the Weekapaug Bridge. West of the bridge on Atlantic Ave. is a privately owned *Tourist Camp* (open; nominal charge) and bathing pavilion. *Quonochontaug Pond*, a salt-water pond one mile wide and three miles long, with tree-lined rocky shores, lies just north of the beach. *Weekapaug Beach* was formerly called Noyes's Beach, for the Noyes family which lived on a farm a mile or so back from the shore. The Rev. James Noyes of Newport purchased a large tract of land here from a Pequot chief in the middle 18th century. The Noyes Homestead was taken down in 1883 to make way for summer cottages. The development of this spot as a resort began about 1874 when Sanford Stillman erected a cottage on what is now called Fenway Road; this cottage became the *Stillman House* (open in summer). A few other cottages were built at this time, but the main road was not then in existence and a large sand dune stood where the Weekapaug store and post-office now are. The only approach to the beach was a narrow path through the fields. Bars had to be let down at several places and replaced so that progress was slow and difficult. The present road was cut through the large dune formerly in front of the store, and the other dunes have been attacked by man and Nature until few of them are left.

The countryside between 56.7 m. and 57 m. is hilly, and steep sand dunes are visible to the left.

At 58 m. on US 1 is the *Old Whipping Post Farm* (R), also known as the Gavitt House. A large buttonwood tree stood in front of this old house and was used as a whipping post. The last instance of a public whipping in Westerly occurred in 1830 when a man was tried and convicted for stealing sheep. The thief was sentenced to receive 19 stripes from Sheriff Gavitt. This old house was for many years used as an inn, and in the west front room the Westerly town meetings were held. During the meeting of April, 1826, just as the votes were being polled, the floor of the house gave way in the center and precipitated the politicians down among the pork barrels and potato bins. No serious injuries resulted from this catastrophe, but one poor though cool-headed citizen was heard to remark as he rolled down heavily upon his wealthy neighbor, 'Well, well, here is where the rich and the poor meet together.'

The built-up section of Westerly begins at 58.8 m. US 1 passes the *Joshua Babcock House*, 59.1 m. (R), and the *Smith Granite Quarry* nearby.

WESTERLY, 59.7 m. (alt. 15, township pop. 10,997), a resort (see WESTERLY).

Points of Interest: Lucy Carpenter House, Captain Card House, Westerly Memorial Bldg. and Library, and others.

In the center of Westerly is the junction with Elm St., to Watch Hill (see Tour 1A).

At 60 m. on the *Pawcatuck Bridge* over the river of the same name US 1 crosses the Connecticut Line, 19 m. east of New London, Conn.

T O U R 1 A : *From WESTERLY to WATCH HILL, 5.5 m.*

Via Avondale.

Well-paved road.

THIS short route, to one of the most picturesque spots in the State, runs close to the banks of the Pawcatuck River.

Left from US 1 in Westerly on Elm St., by Christ Church.

At 1 m. on the Watch Hill Rd., here called Beach St., is the junction with Wells St. Near the junction (L) is the *Westerly Hospital*, incorporated in 1921 and opened in 1925, a modern community institution with accommodations for 52 patients. The two-story building of red brick is built in the shape of a 'T' with the front facing west toward Beach St. and overlooking the Pawcatuck River. Westerly granite is used extensively in the foundation and trim of the building and especially at the main entrance where an approach leads up a series of granite steps to a terrace. Owing to its high elevation, a good view is available from this terrace. Connected with the hospital is the *Sarah Alexander Champion Home for Nurses*, the gift of Charles P. Champion of Avondale. The building is a three-story Georgian type structure of stucco with brick trim and green shutters. The architects for both buildings were the Kendall Taylor Company of Boston.

River Bend Cemetery, 1.4 m. (R), an 18-acre tract on the east bank of the Pawcatuck River, was dedicated in 1852. Many fine monuments of Westerly granite stand in the tastefully landscaped grounds. Ellen Fitz Pendleton (1864-1936), former president of Wellesley College, is buried here.

Westerly Yacht Club (private) (R), 2 m., was formed in 1928 when the present building was erected. It is a one-story white frame building with a snub-nose-gable roof. When established the club had a membership of 20, the majority of whom owned power boats. Outboard regattas, held on the Pawcatuck River the Fourth of July in 1929 and 1930, drew entrants from all parts of New England.

Across the river from the Yacht Club is the *Pawcatuck Rock* (in Connecticut) which at one time marked the head of navigation. Adriaen Block (*see History*) came up the river to this point in 1614. The Old Town Dock, which was formerly on the site of the Yacht Club, served as the landing place for Charlestown, Richmond, and Hopkinton before these towns were separated from Westerly.

The *Old Babcock Burying Ground*, 2.5 m. (L), just south of Mastuxet Brook in the section of Westerly still called Mastuxet, is probably near the site of the home of John and Mary Babcock, the first white settlers in Westerly. This cemetery, probably the oldest in town, contains the

remains of John and Mary Babcock and of many of their descendants. Two large horizontal tablets mark the graves of James and Joshua Babcock. James was the first white child born in Westerly and Joshua was the owner of the Old Babcock House on Granite St. (*see WESTERLY*). Many of the stones bear old-fashioned inscriptions, such as:

‘Behold and see as you pass by
As you are now so once was I.’

The cemetery is now overgrown with trees and shrubbery and in the summer it is difficult to find some of the headstones.

The village of AVONDALE (alt. 20, Westerly Town), 3.3 *m.*, most of which lies right of Watch Hill Rd., is a little cluster of beautiful summer residences situated on the banks of the Pawcatuck River, from which in late afternoon there are glorious views as the sun goes down behind the dark green foliage of Osbrook Point. The village was founded in a manner now illegal. It was formerly known as Lotteryville, because it was settled through a lottery conducted by the State. In 1748, Joseph Fox of Newport, a scrivener, was committed to jail because he could not pay a debt of £3000. He successfully petitioned the General Assembly for a lottery to raise money for his obligations. Though it was unusual to authorize a lottery to aid a private individual, the assembly granted one for £32,000, one-eighth to be reserved to pay Fox's debt and incidental expenses. When the accounts of the Joseph Fox Lottery were settled in 1750, there was a profit of £406, 14s., 8d., which was paid into the general treasury. This was the first instance in which the Colony received any of the proceeds from a lottery. The success of this enterprise suggested interesting possibilities to others; when Colonel Joseph Pendleton of Westerly found himself in financial straits in 1749, owing to the loss of a vessel and its uninsured cargo of rum and molasses, he adopted a similar plan of action. His only asset was a large tract of land near the mouth of the Pawcatuck River, with plenty of stone and timber for building vessels and houses. A lottery was granted and the land was divided into 124 lots of one-quarter acre each, and 1460 prizes were allotted, amounting to £15,636. As a result of this venture the village of Lotteryville grew up. In 1893, the village received the more poetic but less descriptive name of Avondale. At that time the mail between Westerly and Watch Hill was carried by stage, and the residents of the village petitioned for a post office of their own. Since the word lottery could not be used in connection with the United States Government, the reply to the petition was that the post office would be granted if the name of the place were changed. Mastuxet, Ninigret, and other names associated with Indian history were suggested, and rejected by the authorities at Washington because of the difficulty in spelling and pronouncing them. Avondale was once an important boat landing for the town of Westerly and the docks formed a nucleus around which the village life centered. The docks are now used by small fishing boats and pleasure craft.

WATCH HILL (alt. 40, Westerly Town), 5.5 *m.*, lies on a beautiful sea-side; it has numerous little hill crests so that many houses enjoy elevations

of their own. The majority of the homes are comfortable rather than showy, and are set in carefully tended grounds. Ample city conveniences add to the pleasure of the vacationist; there are hotel accommodations of all sorts. (*Fishing, bathing, and other water sports are available at reasonable charge.*)

This famous resort has one of the finest beaches in New England. Beginning at the base of a hill on the shore, a narrow strip of land extends directly west from Watch Hill Point for about one mile to Napatree Point, and then changing its course it runs north for another mile to Sandy Point. The beach or sandspit presents the shape of an arm bent at right angles, or of a sickle, and partly encloses Little Narragansett Bay, a body of water about nine miles in circumference into which empties the Pawcatuck River. While the shore eastward from Watch Hill Point is surf-washed, with a dangerous undertow, the western shore, with its enclosed waters, offers excellent and safe bathing. The development of Watch Hill as a resort began in 1840, when a hotel was erected, but few private cottages and villas were built until about 1870. Since then the village has grown steadily.

Near the village center on Bay St., is the bronze *Ninigret Statue*, given to the Watch Hill summer colony by the late Mrs. Clement Griscom; it represents the Indian chieftain Ninigret kneeling on one knee and holding a fish in each hand, and rests on a large boulder with a pool at the base, set in the midst of native shrubs; the figure looks out over Little Narragansett Bay. This park was designed and the plans given to the Improvement Society by one of its members, Miss Marian Coffin, a Fellow of the American Society of Landscape Architects. The statue was modeled in Paris by the American sculptress Enid Yandell, and cast by Alexis Rudier. The commission was received at a time when Buffalo Bill's Wild West Show was playing in Paris, so the sculptress was able to procure a real Indian from the troupe for her model.

At 5.6 *m.* on Bay St., is the junction with Fort Rd.

Right on Fort Rd. is the *Watch Hill Yacht Club* (private), on a wharf extending into Little Narragansett Bay; it is a two-story white frame building. The club offers varied boating facilities, yacht races, and other water sports, and sponsors weekly races for the young people during the summer.

Opposite the Yacht Club is the new *Watch Hill Beach Club* (private), formally opened in July, 1937, one of the chief centers of the summer colony. This bungalow type building, about 62 feet long, is of frame construction, shingled, with white trim. The club has a large stone terrace on the beach front, and an attractive awning covered porch on the back, or Little Narragansett Bay side.

At the end of Fort Rd., about 1.5 *m.* from the village center, is *Napatree Point*, whose name is a combination of the words *Naps* and *Tree Point*; the Naps is the neck of land leading to Tree Point. It was once a battlefield for the Narragansett, Niantic, Montauk, and Pequot Indians. It is said that this neck of land was formerly so broad that it contained a swamp and pond that served as a haunt for foxes. The Point forms the extreme southwest tip of Rhode Island. Only a narrow channel of water separates the end of Sandy Point from the Connecticut mainland. The elbow of the Point is about 600 feet wide, but the rest of the strip of land is no more than 150 feet in width. A house, which for many years stood on the Naps, was washed away by the great gale of September, 1815.

On Napatree Point, more than a half mile beyond the last house on Fort Rd., and overgrown with straggling beach grass and almost hidden by the shifting sands is a ruin of concrete walls and underground caverns, the *Remains of Fort Mansfield*, the scene of many sham battles. In 1898, the Federal Government purchased the Point from Henry G. Gorham of New York City and erected a fort and nearly 50 buildings. Though built just before the outbreak of the Spanish-American War, its three batteries of eight-inch disappearing guns were never called upon to repel an enemy. At the time of the World War, the fort was too obsolete and unfavorably placed to be of value. The land and buildings were sold in 1927 to a syndicate of Watch Hill and Westerly residents, and the fort was razed. The tops of the remaining heavy concrete walls are now flush with the sand dunes on which they were built. One can find some stairways and a circular hole in which was the elevator from the powder magazine. The walls are honey-combed with openings that formerly led to the storerooms. The ordnance and most of the other metal work were removed by the War Department several years ago.

On Lighthouse Rd. a little to the east of the village center is the *United States Coast Guard Station (open)*. Before 1879 the only life-saving equipment here was an old whaleboat, kept under canvas and manned by a volunteer crew. This crew was of great aid in saving 33 lives from the steamer 'Metis,' wrecked off the coast in 1872. The lack of adequate equipment, however, caused the Government to erect a regular life-saving station. In 1907-08 the present station, a two-story frame structure with a tower, was erected near the old station which was razed in 1935. It is equipped to care for any emergency that may arise, but the breeches buoy has only been used twice. The following account of a rescue is taken from the log of February 11, 1896:

Belle R. Heull of Providence, R.I., Capt. John W. Taylor from Port Johnson with 302 tons of egg coal for Newport, R.I., sprung a leak about four miles east of the race at 5 o'clock this morning every effort was made by Capt. Taylor and crew to save the vessel, but the leak appeared to be general. The vessel badly strained by the heavy wind and mountainous seas. The vessel was seen by the life saving crew running for the beach in a sinking condition. At 7 A.M. a fearful squall from the S.S.W. accompanied by snow blew away the jib and foresail. In the absence of keeper Davis of the station Elnathan Burdick No. 1 of the crew ordered out the beach apparatus and were on hand with gun in position when the vessel struck the beach at 8:15 A.M. about $\frac{1}{2}$ mile E.N.E. of the station. The gun was fired but once and fifteen minutes later the Captain's wife, Captain and crew, five all told, were safely landed on the beach by the use of Breeches-buoy. Ten minutes after the last man was landed on the beach, the mast of the vessel went down and the vessel completely collapsed and the debris strewn along the beach. Had it not been for the timely assistance rendered by the life saving crew Capt. Taylor said they would in all probability have perished as no boat could have lived in such a surf as was running at the time the vessel struck. The crew lost all their effects and were clothed by clothing furnished by the supply at the life saving station. The crew were Capt. John W. Taylor and wife of Providence, R.I. mate Leenis Mitchellsen of Norway, cook Joseph Leivsan of Cape Verde Islands, Seaman John Rittenson of Denmark. Capt. Taylor says his vessel would have sunk in $\frac{1}{2}$ hour more if he had not run her ashore. There was five feet of water in the hold when she struck. Capt. Taylor has saved a few things from the wreck such as sails and rigging and etc. About \$100. value.

Skipper, John W. Davis:

During the year 1936 this station gave two major and thirty miscellaneous assistances to vessels; seven lives were saved; fifty-one persons aboard vessels were aided and property valued at \$406,350 was preserved.

The site of *Watch Hill Lighthouse*, near the Coast Guard Station, was purchased by the Federal Government in 1806 from George and Thankful Foster. The light was first shown in 1808; Jonathan Nash served as light-keeper for 27 years. The first building was a round tower of wood and shingle construction; in 1858 this was replaced by the present red-brick, whitewashed structure with a granite tower. The point around the lighthouse has been built up by huge granite blocks. The lens makes a complete revolution, showing flashes of red and white every 15 seconds; on a clear night it is seen 18 to 20 miles at sea.

On the south side of Bluff Ave., on what was originally called Watch Hill, is the *Site of a Watch-Tower*. The first signal station was apparently built during the French and Indian War, 1754-63, and used smoke by day and fire by night for its messages. During the Revolution the tower was kept ready by a special guard assigned to look for British vessels. Several years ago Mrs. George G. Snowden's *Holiday House* was erected on this hill; this large white frame house, with bungalow sidings, four large chimneys, dormer windows and a series of hip roofs, is one of the show places of the resort.

T O U R 2 : *From* PROVIDENCE *to* WESTERLY, 39.7 m., State 3.

Via Cranston, Crompton, Nooseneck, Hope Valley, Hopkinton.

Good hard-surfaced road, mostly three- and four-lane.

State Police barracks in Hope Valley (Phone, Hope Valley 12).

STATE 3 is the most direct route between Providence and Westerly, being 11 m. shorter than US 1 between these two points. The route runs diagonally across the State from northeast to southwest, and passes, for the most part, through a rolling and wooded countryside.

State 3 branches southwest from US 1 (*see Tour 1*) at the junction of Elmwood and Reservoir Aves., which is 2.3 m. south of the center of Providence.

At 0.9 m. is the Cranston city line.

CRANSTON (alt. 60, city pop. 42,911), 1.4 m., was probably settled in 1638 by some of the Providence associates of Roger Williams. Three of the prominent early settlers were William Harris, Zachariah Rhodes, and

William Arnold. The latter was the father of Benedict Arnold, last President of the Colony under the Charter of 1643 and the first Governor under the Charter of 1663. Harris was the political leader of the early residents; he carried on a long dispute with Roger Williams, claiming that Providence had no jurisdiction over the part of present Cranston that lies along the Pawtuxet River. In 1754, the Pawtuxet and adjacent settlements were incorporated as the township of Cranston, in honor of Samuel Cranston of Newport, Governor of the Colony 1698-1727. It was incorporated as a city in 1910. The rise of Cranston as an industrial center dates from the early 19th century when the textile factory now known as the Cranston Print Works was opened (*see below*).

The eastern part of the city's 28 sq. m. area is densely built up, with both residences and factories, and can hardly be distinguished from Providence, which it adjoins. The chief industries are the making of cotton print, mill machinery, brass and copper tubing, and fire extinguishers.

Narragansett Brewing Company Plant (*visitors welcome*) is at New Depot Ave. near Cranston St. During the dry era this company, estab. 1890, bottled non-alcoholic drinks. After repeal the plant was enlarged; it can fill 30,000 bottles an hour, and has storage capacity for 103,000 barrels of ale, lager, porter, and similar beverages. New England is the principal market.

Cranston City Hall, 865 Park Ave. near corner of Reservoir Ave., a three-story brick and limestone building in Georgian style, was opened in May, 1937.

The *Thomas Fenner House* (*not open*), 1538 Plainfield St., a two-and-one-half-story frame structure, was reputedly built about 1677 for Thomas Fenner by his father Arthur. Originally a one-and-a-half-story building with the stair-well on one side of the fireplace, it was later enlarged, partly by the addition of a lean-to at the rear. The stone chimney and fireplace occupy a large part of the outside north wall. The Thomas Fenner House is unusual in having an end chimney and a central doorway; in most old houses of northern Rhode Island, an end chimney was offset by a doorway placed much to one side of the center of the house. The Arthur Fenner House, which stood about a mile east of this point, was a sturdy stone and oak structure, partly burned in King Philip's War, later rebuilt, and finally razed in 1895. A section of the window, with small diamond-shaped leaded panes, is preserved in the Rhode Island Historical Society.

Near the center of the city at the cor. of Cranston St. and Dyer Ave., is the *Sprague Mansion* (*not open*), the large residence of various members of the Sprague family who were connected with the Cranston Print Works, and prominent in local politics. William Sprague, the second of this name to be chief executive, was Civil War Governor, 1860-63, and U.S. Senator, 1863-75. The two-and-a-half-story structure, with a windowed tower on the southern or older section (about 1800), has about

18 large rooms. The newer section has a Georgian gable roof with dormers and end chimneys. The general arrangement is unsymmetrical, but the main doorway with side-lights and arch-light is rather attractive. The loggia or porch has Doric columns.

The *Cranston Print Works* (*visitors welcome, guide*), Cranston St. west of Dyer Ave., was the city's first important industrial enterprise. Established in 1824 by an earlier William Sprague, the factory in the beginning printed finished textiles by machines that could stamp but two colors, other patterns being filled in by hand-blocking. Later machinery made possible the printing of many-colored designs in one process. The company makes prints particularly for shirts, slacks, and shorts. It owns mill houses accommodating about 250 families.

Budlong Rose Company Gardens (*visitors welcome*), 564 Pontiac Ave., are the outgrowth of a market garden begun after the Civil War by James A. Budlong, that first specialized in raising asparagus, horseradish, and cucumbers for pickling. At present the company has 13 acres under glass, and can produce 18,000 cut roses a day, its specialty being a double white Killarney. A generation or two ago most of the workers here were Swedes; now the employees are largely Italians.

Caleb Arnold Tavern (*not open*), 219 Phenix Ave., is an unpretentious two-and-a-half-story building that was standing in 1775, and was probably built much earlier by William Carpenter, who constructed many houses in Cranston. At a town meeting held here in 1775, Jonathan King was ordered to build a pair of stocks at the expense of Providence County.

Meshanticut Park with Dean Parkway, just west of Cranston St., a State reservation of some 42 acres around Meshanticut Lake, was donated to the park system by John M. Dean, owner of a large apple orchard near-by, in 1910. There is a log cabin to accommodate skaters in winter, a bridle path, and fireplaces.

The *Edward Searle House* (*not open*), 109 Wilbur Ave., is a two-story frame structure with central chimney and broad gable roof, built in 1671 and enlarged in 1728. The large central chimney, linteled doorway, and symmetrical façade belong to the 18th century, but the old features have been much disguised by modern additions. The old windows, with small panes, are still in the west and rear walls.

The *Friends Meeting-House* (1729), 229 Wilbur Ave., is now at the rear of the Oaklawn Baptist Church. The two-story frame structure was for many years the religious center for Quakers living just south of Providence, but the Friends, once numerous in Cranston, are now so few that they have no regular meeting-house. The Oaklawn Baptist Church is noted for its May Day Breakfasts, begun in 1868, which annually attract crowds of several hundred.

Near Natick Rd., a little to the southwest of the church, was, according to tradition, the *Site of Samuel Gorton's Home* in Pawtuxet, where he lived for a short time before going farther south to found Warwick.

Right from the center of the city on Scituate Rd., 4 m., is the *Comstock Golf Course* (*open to non-members; nominal fees*), with an 18-hole course.

At 2.9 m. State 3 swings left onto New London Ave. The *Cranston Mine* (*not open*), 3.1 m. (L), has a coal of low grade owing to its geologic composition (*see Mineral Resources*); it can be burned, but has to be treated by kiln-drying to eliminate some of the water content. A recent experiment in making briquets was halted by court action because of the offensive odor that resulted. Amorphous graphite is taken from the mine and marketed (850 tons in 1935) in New Jersey and Ohio.

South of the mine State 3 runs through open country with extensive landscaped grounds and cultivated fields (L) maintained by a group of State institutions in the vicinity. At 3.5 m. (L) is the entrance to the *Sockanosset School*, a reformatory for boys. At 4.1 m. (L) is the main entrance to several of the other State institutions; the group of buildings include an *Infirmery*, *Hospital for Mental Diseases*, *Reformatory for Women*, *State Prison*, and *Reformatory for Men*. The entrance to a girls' reformatory, the *Oaklawn School*, is at 4.4 m. (R).

At 5.1 m. is the junction with State 3A (*see Tour 2A*).

For about 3 m. south of 5.4 m. State 3 runs through the western part of Warwick (*see Tour 1*); it then turns right at 8.9 m. Here is the junction with State 2, the South County Trail (*see Tour 3*).

CROMPTON (alt. 160; Town of West Warwick), 10.1 m., is a village whose activities center, for the most part, around the Crompton Company, makers of corduroys and velveteens. The office entrance to the *Crompton Company Mills* (*Remnant Room open*) is indicated on State 3 (R). Manufacturing was begun on this site in 1807, in a stone mill called the 'Stone Jug' by the workers, erstwhile farmers, who were unaccustomed to such limited quarters. The village, first called Stone Factory, was renamed in honor of the Englishman, James Crompton, who came here in the 1820's to give advice on improved machinery. Velvet manufacture was added to the cotton industry in 1885, a circumstance that gave rise to a nickname for the locality — 'Velvet Village.' At present the Crompton Company bleaches and dyes velvets and corduroys that are made in Virginia and Georgia. Many of the mill workers are Swedish.

In Crompton is also the *Warwick Chemical Company Plant* (*not open*), 100 Pulaski St., making textile soaps, water repellents, tar removers, and various other products used in the processing of wool, cotton, silks, and rayon.

At 11.7 m. State 3 passes the northern tip of *Tiogue Lake* (R), which has recently been developed as a summer resort. Small cottages and camps border the wooded shore of the lake (*boats, bathhouses, dancing at nominal charge*).

At 13 m. is the southern junction with State 3A (*see Tour 2A*).

At 15.4 m. (L), on the Coventry–West Greenwich line, is a picnic grove amid pine trees.

NOOSENECK (alt. 470; town pop. 402), 19.1 *m.*, is the governmental center for the township of West Greenwich, which was a part of the territory once known as 'Vacant Lands' and the western part of East Greenwich until its incorporation in 1741. The town, containing nearly 49 sq. m. of uneven, stony soil and lacking industrial development, has never attracted any considerable population, though at present (1937) it is being developed as a country resort by wealthy families from Providence and vicinity.

Among the first settlers in this remote township was a Theophilus Whaley, who, according to local tradition, was Edward Whalley, one of the so-called regicides, members of the 'high court of justice' established by the English House of Commons for the trial of Charles I. Whalley and his son-in-law, William Goffe, managed to escape to America when the monarchy was restored in England and Charles II issued warrants for the arrest of his father's 'murderers.' The two men landed in Boston in 1660, and soon, on the warning of friends that the Crown officials were about to arrest them, fled to Connecticut, where they were hidden briefly in several places. In 1664, they found a friend in a clergyman, John Russell of Hadley, in the Massachusetts wilderness. It was generally believed that Whalley died in Hadley in 1678, and bones, said to be his, were found in the house many years later. The belief persisted, however, that the story of his death was spread to cover yet another flight. When Theophilus Whaley arrived in West Kingston in 1680, he said that he had come from Virginia; after the death of his wife he went farther into the wilderness to Hopkins Hill in the Vacant Lands to the east of the present Nooseneck Hill, where he lived with a daughter. He died in 1720. It seems unlikely that he was the regicide, since Edward Whalley was born in 1615, but public opinion chose thus to explain his retirement to the practically uninhabited forests.

Nooseneck holds more of the 402 inhabitants of the 49 sq. m. than does any other village in the town; it contains the only two stores in the area, one of them, on Nooseneck Hill (alt. 511) to the south, being used for town meetings. Nooseneck, like some of the other villages of the township, has no post-office, receiving its mail by rural delivery from other towns.

In early days several small mills were operated along the streams, their chief products being cotton cloth and yarn, varied with shingles, acid, carriages, axes, farm implements, and even molasses from syrup pressed from cane. Today the only occupations are lumbering, and farming for home consumption.

It is said that the name of the village came from the local practice of setting running nooses to catch deer, but another explanation is that it is derived from the shape of the land here, a narrow neck formed by two small streams.

Nooseneck Hill Forest Park Reservation, 19.3 *m.* (R), was until a short time ago the site of a C.C.C. camp. The reservation has an area of about 16 acres with several camp buildings.

At 20.2 *m.* is the West Greenwich–Exeter boundary line.

Between 20.5 and 20.8 *m.* State 3 coincides with the Victory Highway, State 102 (*see Tour 9*). At the latter point, State 102 turns left.

At 21.9 *m.* is the junction with Beach Pond Rd.

Right 7 *m.* on this road is *Beach Pond Reservation* with a combined State and Federal area of 3100 acres. The C.C.C. Camp, on Beach Pond, has 14 buildings, including a large recreation hall, and is the only one in the State under the direction of the Department of the Interior (1937). Beach Pond Reservation has been divided into three major areas, an Organization Camp Area, and two Day-Use Areas, with roads into each area from a point on the summit of Escoheag Hill. A part of the Day-Use Area is now open to the public. The Cascade Sector of the Barker Unit on Wood River, off Ten Rod Road, is a most picturesque area (*picnic tables and benches*). The Boulder Trail Sector of the Pequot Unit is immediately southeast of the Division's Headquarters Building on Escoheag Hill in an unusually rugged, densely wooded valley with great ledges and boulders (18 *fireplace sites, tables and benches, and well-defined trails*). A small brook, and rivulets from several springs, make the spot ideal for campers. In the wild-life area, little development is planned other than the planting to increase food-bearing bushes upon which bird life thrives, and the stocking of the ponds with trout.

At 23.3 *m.* is the Exeter–Richmond boundary line, near which, on both sides of State 3, is *Dawley Memorial Park*, a 200-acre tract of woodland that was given to the State in 1933 by Mrs. Mary W. Dawley of the village of Wyoming. It is a memorial to her husband, Amos J. Dawley, a descendant of one of the early Colonial families. The area left of State 3 has suffered heavily from fire. Nothing was done to develop the park until 1936 when members of the C.C.C. camp at Beach Pond cleared the burned area and planted about 70,000 seedling trees. Truck trails and water holes have been constructed to aid the control of forest fires. The *Picnic Grove* (R), covering 59 acres, is one of the largest in the State (32 *fireplace sites, tables, benches, water supply, firewood, foot trails, and parking area*).

Six Principle Baptist Church, 26.3 *m.* (L), was established in 1723, when Daniel Averitt of Providence was named pastor. The sect takes its name from the six principles mentioned in Hebrews VI, 1–3, and differs from other Baptist groups chiefly in the 'laying on of hands' at baptismal ceremonies. The deed to the lot, registered in the town records, is dated November 13, 1769, and the building was probably erected in that year. It is a plain frame structure, rectangular in shape with a gable roof, many-paned windows, and cornices on the two front doorways. Near the church on both sides of State 3 are well-kept *Cemeteries*. Many of the old stones have old-fashioned inscriptions such as:

As you pass by just cast an eye
As you are now so once was I
As I am now so you must be
Prepare for death and follow me

At 26.6 *m.* (R) is a view of the *State Police Barracks*.

At 27.1 *m.*, right of the junction with State 138 on the northern edge of the village of Wyoming, is the *Dawley Tavern* (*not open*), built about

1800 by Francis Brown. In stagecoach days this place did a flourishing business, catering to the needs of both passengers and horses. Amos J. Dawley, who wore a plug hat and resembled 'Diamond Jim' Brady, purchased the property about 1846, and from that date to the coming of Prohibition the tavern had a checkered career, sometimes prosperous and often boisterous. Before the east end was removed to facilitate construction of the State road, the tavern was 143 feet long. The main part of the white frame structure is two stories high with a gable roof, small window-panes, and two brick chimneys. Since 1920 the inn has been used as a dwelling-house, and is now owned by Mrs. Mary Dawley, who gave Dawley Park to the State.

Left on State 138 is the *Meadow Brook Golf Club* (9 holes; nominal fee) (R), 1.9 m., comprising, in addition to the golf course, 13 acres of land for hunting and 3 m. of Meadow Brook used for trout fishing.

At 2.6 m. is the *Richmond Town Hall* surrounded by woods and open fields. It was placed at this crossroads in the horse-and-buggy days when no townsman was willing to drive more miles to town meeting than did his fellows on the other side of the township. Richmond (pop. 1535), once part of the Vacant Lands and then in Westerly, was incorporated in 1747. It was probably named for Edward Richmond, Attorney-General of the Colony from 1677 to 1680. The area was settled very slowly; in 1709, a committee appointed by the General Assembly sold this part of the Vacant Lands to about 20 men, among them George Babcock, William Clarke, and Thomas Lillibridge. The majority of the property-holders came here to live and their descendants are still farming and working in the small textile mills along the streams in the southern and western parts of the township.

For many years there were no public and few private schools in the area; the first schoolhouse was erected in 1806. Near the Town Hall is the *Richmond Elementary* and *Junior High School*, and there are other small schools in outlying areas.

Right from the Town Hall 1.5 m. on State 112, Town House Rd., to the large *Trout Hatchery* (open to visitors) of the American Fish Culture Company, which dates from 1877, when Charles Hoxsie, a pioneer in this business, began it as a family enterprise. A company was organized in 1892 with Fred Hoxsie as manager, and today millions of fry are shipped annually from this place to stock streams as far west as Wisconsin. The raising of the new 'crop' of trout begins annually about November 1.

On State 3, a few yards from the intersection with State 138 at 27.1 m., is the junction with Old Nooseneck Hill Rd.

Right 3 m. on this road is ARCADIA (alt. 180; Town of Richmond), the ghost of an old mill village on a hillside sloping southward to the mill pond. The principal street, flanked by tenement houses, runs between rows of elm trees. In the fields adjoining are company houses of an older style. In Civil War time, possibly earlier, the village land was owned by the Sprague family, which had many mill properties in the neighborhood. The next owner was James Harris; in 1870, David Aldrich became the proprietor and under his management the Upper Mill was built, first used for the spinning and weaving of cotton and later for dyeing and bleaching. The mill, never very successful, changed hands several times and was finally destroyed by fire. During one period of prosperity the Lower Mill was built farther down the main street. Now, there is no industry in the village, only part of the houses are occupied, and the land is being included in the 55-acre area under development as the *Arcadia Forest Park*.

WYOMING (alt. 100; Town of Richmond), 27.2 m., was settled in 1758 when Samuel Brand, one of the early settlers of Hopkinton, set up an iron works here on the Wood River, using bog-ore found near-by, which

was called, as it still is, the Upper Iron Works. John Brown about 1780 erected a mill for wool carding south of the village; in 1814 it was taken over by the Brothers' Manufacturing Company, composed of four Tefft brothers and Nathan Lillibridge, for the manufacture of cotton goods. This mill, often called the Tefft Mill, frequently changed ownership on account of fires and business reverses. The *Marion Woolen Company, Inc. Mill*, on the site of the Tefft Mill, manufacturing men's and women's wear, woolen, silk and wool nubs, is the only factory now operating here. Most of the village houses are clustered around the crossroads; there is no business center and the near-by village of Hope Valley serves the shopping and recreational needs of this community.

At 27.2 *m.*, on the southern edge of Wyoming, is the Richmond-Hopkinton boundary.

HOPE VALLEY (alt. 160; Town of Hopkinton), 28 *m.*, is a compact little village with a small shopping center. About 1770, Hezekiah Carpenter built a dam here and erected a sawmill, gristmill, fulling-mill, and a carding-plant, for many years known as Carpenter's Mills or Middle Iron Works. In 1810, John Godfrey, Godfrey Arnold, Gorton W. Arnold, and others purchased the mills. The first cotton mill, built by Gorton Arnold in 1814, a small crude structure by the river, was burned when a lamp was overturned; it was later replaced by a building large enough for 60 looms, which also burned in time. In 1866, a factory of brick was built by William R. Greene and Company, for the manufacture of cotton goods, but owing to the depression following the Civil War the firm failed. Later owners used the plant to manufacture woolen goods and it was seldom idle until it was destroyed by fire in 1936. In 1824, Gardiner Nichols and Russell Thayer bought another mill here, Thayer using it for carding, fulling, and finishing cloth and Nichols making machinery for the manufacture of woolen goods.

On the right of State 3, just north of the village center, is *St. Joseph's Chapel*, formerly a Methodist church built in 1846 in Rockville. It was taken down and moved to this site in 1851, but never had a large congregation. It was sold to the Roman Catholic Church and remodeled in 1922.

The *First Baptist Church* (R), built in 1845, has also had much remodeling.

The *Lillibridge House* (L), built about 1826, is a one-and-a-half-story white frame house with a gable roof, central stone chimney, many-paned windows, and a rear ell. The gable end of the building faces the street. In earlier days it was the home of Russell Thayer (*see above*) and was probably built by him or his father.

Just south of the village center is the *Hiscox House* (R), a one-and-a-half-story white frame house with gable roof, central stone chimney, and small ell, built on land formerly belonging to the Carpenter estate, and erected about 1825, probably by Arnold Hiscox. Hiscox worked for Deacon Nathan F. Chipman who had a tanyard at the foot of the hill near the railroad station.

On High St. (L) is the *Red House* (about 1825), a one-and-a-half-story frame dwelling, painted yellow with green trim; it has a red gable roof, an ell, and three brick chimneys. After the departure of the Crandalls to Canterbury, their holdings passed into the possession of the Godfreys and Arnolds, and the house was occupied by Gorton Arnold.

On High St. near the Red House is the *Site of the Arnold House*, a gambrel-roof dwelling built by the Carpenters in 1778; the house became the property of Hezekiah Carpenter's daughter Esther and her husband, Pardon Crandall. And in it, Prudence Crandall, the abolitionist, was born in 1803. Miss Crandall, when a teacher of colored girls at Canterbury, Connecticut, was abused, persecuted, and imprisoned for efforts on behalf of the Negro. The bungalow now on the property has a stone from the old house, dated 1778, as a corner-stone.

The *Carpenter House* (R), south of the village center, was built by Hezekiah Carpenter in 1770. This two-and-a-half-story frame structure, painted yellow with green trim, has a gable roof and a central brick chimney; it has been remodeled at intervals.

After the Carpenters left the neighborhood, the house was purchased by Isaiah Ray, a retired sea captain. It is said that he once had a sore toe that so annoyed him that he went to the woodpile and chopped it off with an axe, quoting the Scripture, 'If thy foot offend thee, cut it off.'

Right from Hope Valley about 3 m. on State 138 is ROCKVILLE (alt. 300, Town of Hopkinton), a small mill village near two ponds, Yawgoog and Wincheck, which in early days furnished the water-power for various mills. One of them manufactured satinets, carded wool, and dressed cloth, while machinery was made on the lower floor. This mill, like many others in the area, was burned down but rebuilt and enlarged.

At about 5 m. is the *Yawgoog Scout Camp*, owned by the Providence Council of Boy Scouts. Yawgoog Pond is a fine sheet of water with gently sloping beaches, more than three-quarters of a mile long and one-half mile wide. Sandy Beach, along the northeast shore, is a good spot for bathing. The pond is surrounded by a splendid stand of timber, wide fields, and a series of cliffs with many natural caves. Philip's Island is also part of the Scout property.

At 30.1 m. is the junction with a dirt road.

Right 1.2 m. on this road is CANONCHET (alt. 200; Town of Hopkinton), named for a Narragansett chief and formerly called Asheville. The only mill here spins yarn used in the manufacture of cotton lines.

The village of HOPKINTON (alt. 150; town pop. 2823), 32.6 m., is the administrative center of Hopkinton Township, which was taken from Westerly and incorporated in 1757. It was named in honor of Governor Stephen Hopkins, who presented the town with record books and a case to hold them. Hopkinton is chiefly an agricultural town, though several factories utilize the water-power of the Wood and Pawcatuck Rivers and their tributaries.

It was originally planned to have the governmental center to the south in the Tomaquag Valley, through which ran the highway between southern Connecticut and Newport, but a turnpike connecting New London and Providence was cut through Hopkinton City in 1815; the later intro-

duction of railroad and steamboats further diverted travel to Hopkinton City, as the village was formerly called.

A sensation was produced in Hopkinton City about 1796 when news was circulated that a gentleman and lady from the Island would soon arrive on a visit in a chaise, a vehicle unknown here at the time. People flocked from far and near to see the wonder when it arrived, climbing into it, drawing it about, and asking all manner of questions concerning it. Fifty years later, Hopkinton City became a carriage and sleigh manufacturing center.

At one time an old woman lived here who, it was firmly believed, was a witch; legend said that she could ride a smooth-shod horse over ice at full speed. One day, when she came to the house of Thomas Porter to ask for work, one of the Porter children, Stephen, urged on by an older child who had heard the whispers about her, thrust an awl up through the old woman's chair; she did not move. After that no one doubted the tales of her supernatural powers. She finally died, and, when her daughter refused all assistance in preparing the body for the grave, the neighbors triumphantly supplied an explanation for the act. When one of the villagers had been shooting heath hens on the previous day, he had been unable to bring down one bird, though he had shot at it repeatedly; believing it to be bewitched he had substituted a silver button from his coat for a bullet. The bird had dropped, though he had been unable to find the body. This bird, said the villagers, was really Granny Mott, and the daughter did not dare allow them to see the body lest they know the truth.

The *Abram Utter House* (R), built in the early part of the 18th century, is a small one-and-a-half-story white frame house with a gable roof, dormer windows, stone chimney, and a one-story wing.

One of the first cabinet-makers in this town was Abram Utter, who plied his trade in the village until his death in 1815. Products of his craftsmanship, seen in many houses in Westerly, were fabricated in the old hat factory that was for many years one of the village's most important industries.

The *Thurston House* (L), called the Thurston Mansion House in old deeds, was built by General George Thurston about 1762, with a later addition that was used as a store. After the General died, the store was carried on by his son Jeremiah, Lieutenant-Governor of the State 1816-17; and the latter was succeeded as storekeeper by his son Benjamin, Lieutenant-Governor 1837-38. The old house is now in possession of the heirs of Edwin R. Allen, Lieutenant-Governor 1894-97. It is a two-story gray frame structure with green trim, small window-panes, central brick chimney and gable roof, and the store end contains the old box stove formerly used for heating, an old safe, and the original iron rails around the counter.

Opposite the Thurston House (R) is the *Site of the Spicer Tavern*. Joseph Spicer, a saddler, established himself here about 1792 and built a shop

on the site where a Shell gas station now stands. There were no horse-drawn wagons in the country towns of that early date, and most of the work done by Spicer consisted of bridle and pillion making. As the roads improved and horse-drawn vehicles became more numerous, harness making was added to his line. In 1806, he purchased the tavern, which became a popular gathering place, also served as a relay post on the New London to Providence turnpike, and sometimes more than 60 horses were stabled here. The old tavern was destroyed by fire in 1888.

The *Second Hopkinton Seventh Day Baptist Church* (L), at the southern edge of the village, is owned by a society organized in 1835. The Union Meeting-House, built about 1789 on a near-by site, was in 1826 or 1827 moved here and enlarged. The town aided in the transfer and the improvements on condition that it should have the use of the building for town meetings. The arrangement continued until 1860, when the town built the present town hall across the street from the church.

ASHAWAY (alt. 50; Town of Hopkinton), 35.3 *m.*, is a small village situated on both sides of the small river from which it derives its name, at one time called Cundall's Mill, for Isaac Cundall who operated a small mill here. About 1704, Daniel Lewis took over 500 acres of land here and built a house; around his purchase grew up the present village. The date when the first factory in Ashaway was built is uncertain, but in 1816, when Isaac Cundall opened his sawmill, there was a two-story factory standing at the west end of the bridge, owned by Ira Reynolds and others, where the manufacture of narrow woolen goods was carried on; the carding was done by water-power and the spinning and weaving by hand. By the bridge that carries State 3 over the river is the present *Ashaway Textile Company Mill*, manufacturing woolen goods.

On Church St. (R) is the *First Seventh Day Baptist Church*. This church, built at Meeting-House Bridge (*see below*) in 1835 and moved to the present site in 1852, is owned by one of the oldest Seventh Day Baptist congregations in America. The installation of a pipe organ and a small addition to the building are the only improvements that have been made. Sabbatarian principles were brought from England to this country by Stephen Mumford in 1664, and introduced into the First Baptist Church at Newport. Several members from this organization seceded in 1671 and organized the First Seventh Day Baptist Church. In 1708, a few members moved to Westerly Township and in time founded a church.

West of the Baptist church is the *Ashaway Line and Twine Company Plant*, with a world trade in fishing lines. In 1824, Captain Lester Crandall, a noted fisherman of Ashaway, being unable to procure good lines for his fishing, started a line walk of his own on the banks of the Ashaway River; this was merely a well-beaten path along the river banks where lines were twisted by hand with the aid of a large wooden wheel, but it was the beginning of the local fish-line industry. Various machines were devised and perfected to keep pace with the growing business, and in 1838, Captain Crandall built a dam on the Ashaway River which provided the power to drive the machinery. In 1854, the 'walk' was a

building 480 feet long. Descendants of the first Captain Crandall still hold the controlling interests.

Left from Ashaway on the Bradford Rd. about 3.5 *m.* is the village of BRADFORD (alt. 55; Town of Westerly), originally called Shattuck's Weir for an Indian named Shattuck who was associated with the early history of the place, and also for the weirs in which shad, alewives, and other fish were formerly caught here. Fishing produced an important part of the revenue of the early settlers. The present village centers around the Bradford Dyeing Association, which in 1911 took over an older mill of the Niantic Dyeing Company. A large number of new residences were then built along an attractive street now known as Bowling Lane.

Prior to 1758, Stephen Saunders and Deacon Samuel Gardner built the first dam, near the site of the present factory. Here a sawmill was erected, followed by a gristmill, which was superseded by a small factory for custom carding and cloth dressing, erected by Colonel Joseph Knowles. This property descended to his son, John T. Knowles, who put up a woolen mill containing eight looms.

A railroad station built in 1846 was known as Charlestown-Hopkinton Depot. The first station agent, Charles Vars, and his brother Alfred, who owned a small store near the railroad crossing, thought it would be convenient to have a post-office established in the village, since mail had to be brought in by chance travelers from Westerly. They therefore drew up a petition that was kept on the counter of their store to be signed by customers. Joseph Hiscox, an admirer of Thomas W. Dorr (*see History*), learned of the petition, immediately drew up another, and after having his neighbors sign it hastened over to his friend Congressman Benjamin B. Thurston of Hopkinton and induced him to take it to Washington. Before the Vars brothers had their petition ready to mail, they were amazed by an official announcement that the post-office was already assured and that the settlement would be called Dorrville. The indignation that this announcement stirred up in the Vars family was shared by the majority of the villagers who had little admiration for Dorr. The name was responsible for much other trouble; the depot continued as Charlestown-Hopkinton, which was shortened to Charlestown, and since there was no Dorrville on the railroad map, storekeepers and farmers purchasing goods from out of town and ordering them sent to Dorrville, found themselves in a dilemma. Because of the similarity of names, freight would be put off at Davisville, and the purchaser would receive the bill but no goods; if the goods were ordered shipped to Charlestown, the merchandise was received but the invoice went to Charlestown post-office at Cross's Mills about 10 *m.* away. In 1861, Charles Vars became postmaster, and in his dual capacity as station agent and postmaster found the situation so confusing that he caused another petition to be circulated setting forth the undesirability of the name from a business standpoint, and in due time the name was changed to Niantic.

Wager Weeden erected a stone mill here in 1864 and after 1866 the mills were operated for about 13 years by the Niantic Woolen Company. In 1903, the property was leased by the Niantic Dyeing Company. Because of its reputation for having a fine water supply for dyeing and bleaching purposes, the business was bought in 1911 by the Bradford Dyeing Association of England which has made many alterations, additions, and improvements. The name of the village was changed to Bradford in 1912, in honor of the concern's English home.

On Quarry Rd. in Bradford is the *Sullivan Granite Quarry (open to public)*, founded in the middle of the 19th century by John B. Sullivan, father of the present owner. The quarry covers an area of from 800 to 900 acres. Except for the hoisting machine, which is run by steam, practically everything is done by electricity. The granite stratum at this point is in some cases 200 feet below the surface and at times far beneath other stone.

Deep holes are made in the granite by air drills; hose is then put down and steam pressure applied breaking the stone with a clean cut. The problem of removing the upper layer of rock was solved by undercut quarrying or tunneling. These undercuts, protecting the workmen from the weather, make continuous production pos-

sible. Some years ago \$300,000 was spent for a crusher to break up the waste granite into road-building material; at the time of the investment it was costing more to carry away the fragments than it now does to turn it into a marketable product.

At 36 *m.* is the junction with Oak St.

Right about 0.5 *m.* on this street is POTTER HILL (alt. 50; Town of Westerly), a mill village named for the Potter family. Before 1762, Peter Crandall owned a dam and gristmill on the Pawcatuck River near the Meeting-House Bridge, about 1 *m.* southeast of Potter Hill. This dam flooded so much valuable meadowland that landowners purchased and leveled it. John Davis bought the gristmill and had it removed to Potter Hill, on the Westerly side of the river. Afterward a saw-mill that had been erected on the Hopkinton side was transferred to the Westerly side. In 1775, these mills were sold to George Potter, known as 'the honest miller,' and were operated by him until his death in 1794. His three sons carried on the business until the death of George, Jr., in 1801. George also engaged in shipbuilding, and in cod-fishing at the Straits of Belle Isle. A second son, Joseph, commenced the manufacture of cotton in a part of the old mill. Joseph and another brother, Nathan, built from 10 to 15 boats a year for the Green Island fisheries of the St. Lawrence River. The vessels were framed at Potter Hill, taken apart and rebuilt at Westerly. During the War of 1812, two gunboats were constructed by the Potters. The old cotton mill is now operated by the Swift River Woolen Company.

On Berry Hill in Potter Hill is the *Elisha Stillman House* (*not open*), a one-and-a-half-story frame house built by Elisha Stillman in 1748, with a gambrel roof, dormer windows, and a central stone chimney. The house has been enlarged by the addition of an ell that originally contained a kitchen with big stone fireplace, stone oven, and a pantry or cheese room. Elisha Stillman was the father of William Stillman, known as 'Deacon Billy,' who was among other things a silversmith, the inventor of a cloth-shearing machine, and a maker of clocks. The next generation of Stillmans also produced silversmiths, Paul and Barton, sons of Deacon Joseph and Eunice Stillman. The house is still in the possession of the Stillman family; its present owner is a well-known dahlia specialist.

At 37.1 *m.* is the junction with Chase Hill Rd.

Left 0.1 *m.* on this road, in the First Hopkinton Cemetery, is the *Minister's Monument*, cut from Westerly granite; it is 10 feet high and marks the spot where the first church was built.

Just south of the Chase Hill Rd. junction is *Meeting-House Bridge*, built in 1924-25, spanning the Pawcatuck River, the boundary line between Westerly and Hopkinton. The abutments of another bridge, built about 1666 and called the Peter Crandall Bridge in honor of Peter Crandall (*see above*), are about 100 feet downstream, and stone from the old Peter Crandall gristmill, bearing the date 1774, is in the retaining wall of the present bridge on the Westerly side. The people of Westerly and the vicinity built a church near here in 1680, called the Meeting-House, from which the present bridge derives its name. The water at this point was once known as Baptismal Pool; persons who were immersed used a house that stood near-by.

There is a legend that an Indian named Quequatuck, on his way back to Yawgoog Pond with a canoeload of salmon caught in the ocean, camped at this beautiful spot and liked it so much that he asked permission of his father, a chieftain of the Niantics, to make his lodge here. In time an Indian village grew up — arrow- and spear-heads and other relics have been found here at intervals. According to the story, Quequatuck emerges

from the bushes in the spring twilights and dawns to survey again the fragrant meadows and the peaceful stream and to see if the camp he established there so long ago is still well kept.

On the Hopkinton end of the bridge is a monument (R) marking the *Site of the Old Sabbatarian Meeting-House* (1680).

South of Meeting-House Bridge, State 3 runs for about 2 m. through fairly open and level country until it reaches the northern edge of WESTERLY village (*see WESTERLY*) in which at 39.7 m. is the junction with US 1 (*see Tour 1*).

T O U R 2 A : *From JUNCTION WITH STATE 3 (Cranston) to JUNCTION WITH STATE 3 (Washington), 7.7 m., State 3A.*

BRANCHING southwest from State 3 (*see Tour 2*), 5.1 m. south of the junction with US 1 in Providence, State 3A almost immediately crosses the Cranston-W. Warwick town line and runs for a few miles through an almost continuous string of textile-making villages, with yet another string branching off northwest along the Pawtuxet River. These mill communities have little in common with the usual industrial centers. The second cotton mill in Rhode Island was opened in the area in 1794 and industry has not developed with such rapidity or to such size as to rob the communities of certain rural characteristics. With thinly settled country on all sides, there has been no incentive to crowd either the mills or houses together — which is one reason that the settlements that grew up around the individual mills have retained their own names and characteristics.

When the factories were first established along the river for the sake of its power, the mill builders had to provide homes for the workers they were drawing to the area. At the time there was no such thing as jerry-building in the State of Rhode Island and Providence Plantations; carpenters learned their trades by apprenticeships to master-builders and the master-builders were erecting houses that still stand in Providence and elsewhere as monuments to their skill. It apparently did not occur either to the capitalists of the day or to the men they hired to use less care in the construction of the utilitarian mills and the workers' homes than in building the more pretentious structures of the day. As a result many of the little communities still have 'company houses' that put to shame some of the structures cluttering up modern real-estate developments, and the original textile factory, still standing, has some of the

dignity and beauty of the basilican churches of northern Italy, which it faintly resembles.

NATICK, 1.5 *m.*, where the larger mills closed in 1929, is one of the oldest cotton-weaving villages in the area. Fully two-thirds of the inhabitants are Italians, many of them from the hill-country of Campobasso. Local stores sell delicate Parmesan and rich, green-moulded Gorgonzola cheeses, as well as the unusually fine vegetables demanded in every Italian community. At village weddings the tarantella, written in 6-8 time, is played with increasing tempo until the guests drop from exhaustion.

Outside of the center this village is built up to attractive one-family houses.

At 3.2 *m.* State 3A runs through the eastern end of RIVERPOINT (town pop. 17,696), the governmental center of West Warwick Township. The township, shaped like an inverted triangle set on a square, was separated from Warwick and incorporated in 1913 because of the distance between the thick cluster of villages along the Pawtuxet River and the shore villages holding most of the population of the present Warwick. The number of foreign-born inhabitants in the younger town is large — French-Canadian, Portuguese, Italian, Irish, Polish, Swedish, Belgian, Ukranian, and German.

In 1855 the village was given its present name because the north and south branches of the Pawtuxet River unite here. The first cotton mill was built in 1813; in 1885 the B. B. and R. Knight Company took over the major plant, and named it the *Royal Mill*; the factory burned in 1919 but was immediately rebuilt, for the manufacture of sheetings; it stands (L) on State 3A, 185 Providence St. At present (1937) the plant (*not open to public*) is divided into rental space for miscellaneous small concerns.

The *Original Bradford Soap Works* (*not open to public*), 200 Providence St., makes many soaps for use in treating textiles and yarns. The plant uses European olive oil, tea-seed oil from China and Japan, sunflower oil from Russia, and cocoanut oil from the Philippines.

The large Portuguese population celebrates Holy Ghost Fiesta over the Labor Day week-end. On Saturday, each member of the Church organization receives a loaf of sweet bread, a piece of beef, and a bottle of port wine. The 'crown,' the emblem of the society, is carried through the streets, then is left with a member, chosen by lot, to keep until the following June, after which it is cared for in turn by several others until the next Labor Day.

The town-owned athletic field here, on Hay St., is used for football, baseball, and track contests.

Right from Royal Square in Riverpoint on Main St. 0.3 *m.* is CLYDE, centered about the *Perennial Dye and Print Works* (*not open to visitors*), on Main St. Textile bleaching was first done in this village about 1831, by the firm of Greene and Pike. The village was named Clyde at this time; it had previously been known as Bleachhouse Bridge. Real industrial development began after the completion of the Pawtuxet Valley R.R. in 1875.

At 1.1 m. is the village of PHENIX, called Roger Williams Village until after a disastrous fire in 1821, when it was renamed for the mythical bird that burned itself on the Heliopolis altar every 500 years to rise again from the flames renewed and beautiful. The village life centers around the *Bancroft Lace Company Mill*, 40 Maple St.

The *Peter Levalley House* (*private*), set on a smooth lawn at 42 Fairview Ave., is a good-sized, comfortable-looking gambrel-roofed house with a long, sprawling one-story ell having vertical siding; the date of the ell is unknown but the main structure was built more than 200 years ago by a French Huguenot of distinguished lineage from the Channel Islands.

At 1.8 m. is LIPPITT, where are the *Riverpoint Lace Company Mills* (*not open to the public*), 825 Main St. Colonel Christopher Lippitt, a Revolutionary veteran, and others opened a cotton mill here in 1809. When the country was hit by the depression after the War of 1812, the Lippitt Manufacturing Company kept some of its business alive by supplying yarn to convict weavers in the Vermont State Prison.

The *Lippitt Mill* of the Lace Company, originally one of the old cotton mills of the State, is still standing, a tall many-windowed five-and-a-half-story building with the upper story-and-a-half forming a clerestory; a square tower surmounted by an open octagonal cupola with a roof rising to a point adds to the churchly effect. Nine symmetrically disposed many-paned windows, smaller in the upper story-and-a-half, are arranged around the large doorways in the center of each of the four lower floors on the street end; supplies and finished goods were swung through these doorways from the beam that projects from the end of the long gable roof.

It is characteristic of these villages that there should be an open yard surrounded by a white picket fence on each side of the building and tall old trees not far away.

Most of the long row of early Lippitt Mill houses have disappeared, or been remodeled beyond recognition, but two well-proportioned cottages, shadowed by the tall old elm between them, still stand on the main street; they are of about the same age as the mill.

Northwest of Lippitt the mill villages are so close together that the boundary lines can hardly be distinguished.

In ARKWRIGHT (Coventry Town) is a cottage or two belonging to the early period. One, in particular, retains a doorway of surprising grace and charm, with delicately paneled pilasters and a broken cornice heading.

Several well-proportioned early cottages of the Interlarken Mills remain in HARRIS (Coventry Town).

On the main street of FISKEVILLE, 2.3 m. (Cranston City), are many small, stone mill cottages with good proportions and an unusual wealth of finely carved wood detail, most of them belonging to the earliest days of the valley. They are story-and-a-half structures, with single inside end chimneys and many-paned windows, standing well back from the main street under tall elms, with a white picket fence in front of them but none in the ample spaces between them.

In this village, standing opposite the original home of the mill owner, is a more pretentious three-story house, built in 1835, the third story being a monitor or setback, giving the penthouse effect seen on modern skyscrapers in zoned cities; above the third story is a square cupola, used at one time as a study by the doctor who conducted a sanitarium in the house. The clapboarded structure with corner quoins has a deeply recessed front entrance and side porch worth attention for the delicacy of the detail.

Left in Fiskeville on Jackson Flat Rd., which follows the north branch of the Pawtuxet River (L), is HOPE, 3 m. (Scituate Town). The small old cottages are so nearly like those in Fiskeville that it seems probable that they were the work of the same builder. Here the main street is farther from the river than in Fiskeville, and

the houses rise in three orderly rows above the stream; on the opposite side of the street, tenements built to hold four to six families rise yet higher, in some cases with rear entrances at ground level for the second floors. These cottages and tenements, which belonged to the Lonsdale Mill, have a charm and grace seldom seen in more elegant modern houses.

In this village was the *Site of the Hope Furnace*, a very important 18th-century enterprise owned by Nicholas Brown and Company of Providence. The venture was a profitable one; the seventh blast in 1773 yielded a net profit of £3996. During the Revolution the furnace was an important contributor to the supply of cannon for the American cause. The General Assembly ordered 60 cannon cast in 1776, and later the owners were offered a contract to make cannon for the Continental Navy. Sylvanus Brown superintended the casting, and used ore from mines in Cranston and Cumberland. At a later date (1795) the *Providence Gazette* stated that, 'The workmen at the Hope Furnace have already cast seventy-six cannon for the frigates and fortifications of the United States. They are ornamented with the American eagle, and are allowed by good judges to be equal to any guns from the foundries of Europe. They are cast solid and bored by water.'

ARCTIC, 4 m. on State 3A, once known as Rice Hollow, is the largest village and the shopping center for central Rhode Island. In 1834, when the first stone mill here was erected for woolen manufacturing, the settlement already had wide fame as the home of Sylvia Holden, a negress whose wedding-cakes were unusually fine. At the time of the Civil War the Sprague family (*see CRANSTON, Tour 2*) built large mills here. The leading employer at present is the *Arctic Mill (not open to public)*, 33 Factory St., which makes cotton sheeting. The population of Arctic is predominantly French-Canadian.

The *Pawtuxet Valley Times Office (open to public)*, 1355 Main St., publishes the newspaper that is widely read in the Warwicks, East Greenwich, and Coventry; the *Warwick Club Ginger Ale Company Plant (open to public)* is at 108 Pond St. Water for its ale and other beverages is drawn from a 500 foot well; 110,000 cases are manufactured yearly.

At 4.6 m. is the junction with State 117.

Left from State 3A on State 117 a very short distance into the village of CENTERVILLE, where are the *Warwick Mills*, producing fabric for mechanical uses such as balloon cloth, airplane cloth, also rayon, acetate dress goods, and draperies. The Warwick Mills are the largest single industry in the Pawtuxet Valley.

The *Thies Dyeing Company Plant (open by permission)*, Main St., bleaches and dyes cotton, rayon, and merino yarns by a process called 'package dyeing.' It also dyes upholstery fabric, and flag bunting.

The two-and-one-half-story tenement at 106 *Warwick Ave.* was from 1828 to 1901 the home of the Centerville Bank.

Cotton manufacture began in Centerville in the factory of Job Greene in 1794, though 20 years earlier there were only three houses in the vicinity. The Greene plant was the second cotton factory in the State.

State 3A unites with State 117 at this junction and turns right.

ANTHONY (alt. 220; Coventry town), 5.4 m., a mill village devoted to the making of cotton cloth, was settled about 1805, when William and Richard Anthony erected a mill here. In 1811 another mill was built and in 1874 a still larger one by the Coventry Manufacturing Company. The fine *Library of the Coventry Library Association* here was chartered

HERE AND THERE

THIS group contains an assortment of views ranging from Purgatory, a primeval rock-cleft, to the Providence County Court House, which was completed in 1932. There is the grave of Thomas Willett, an East Providence man who became the first English mayor of New York. The Western Hotel in Nasonville was once a well-patronized stage stop on the road between Providence and Worcester. The Centerville Bridge and the birch-flanked country road in West Warwick afford glimpses of a countryside situated very near busy mills. The Saunderstown-Jamestown ferry follows a course long established in the history of Rhode Island transportation, and the doorway (formerly in the Hunter House) of St. John's Rectory, Newport, is one of the finest in the State. Other views in this miscellaneous group are self-explanatory.



WESTERN HOTEL, NASONVILLE

ARNOLD ELLIS HOUSE, WEST GREENWICH





NEWMAN CHURCH, RUMFORD

WHITCOMB FARMHOUSE, EAST PROVIDENCE





JAMESTOWN FERRY

PURGATORY, MIDDLETOWN





GRAVE OF THOMAS WILLETT, EAST PROVIDENCE

JOHN HOWLAND HOUSE, TIVERTON





CENTERVILLE BRIDGE

COUNTRY ROAD, WEST WARWICK





FRIENDS MEETING-HOUSE, WOONSOCKET

WILLING VOSE HOUSE, WOONSOCKET





PROVIDENCE COUNTY COURT HOUSE

NEW INDUSTRIAL TRUST COMPANY, PROVIDENCE





DOORWAY, ST. JOHN'S RECTORY, NEWPORT

in 1818. Anthony is a typical mill village and has a large number of French inhabitants.

In the center is (L) the large *Berkshire Fine Spinning Associates Plant*, makers of cotton goods, employing nearly 800 workers.

Left on Station St. by the mill is, at 0.3 m., the *Nathanael Greene House* (open 2-5 on Wed., Sat., and Sun.; see caretaker), built in 1770, and now owned by the State. This two-and-a-half-story white frame house has a gable roof, green trim, small window panes and two chimneys. The generous proportions of the house give it a comfortable and informal character.

Nathanael Greene was the son of one of the local leaders of the Society of Friends and his father had no ambitious plans for his future; by his own efforts he picked up the equivalent of a broad scientific education, specializing in history, law, mathematics, and the sciences of the day. His main interest was in military science and it caused such scandal among the Friends of the community when he joined the local military company that he was dropped from membership in the meeting. In 1774 he became a member of the independent Kentish Guards and in 1775 was appointed to the command of the Rhode Island company sent to join the Continental Army at Boston. His genius for organization was immediately recognized, and in April, 1776, though only 24 years old, he was made a major general in command of the troops on Long Island. In 1778, after the frightful winter at Valley Forge when mutiny and desertions — caused largely by the lack of food and clothing — threatened the Revolutionary cause, Greene reluctantly accepted the appointment as quarter-master-general, though only on condition that he should not thereby lose his right to command in action. The most brilliant part of his career was that after 1780, when he replaced General Gates in command of the Southern Army; southern gratitude for his services caused both South Carolina and Georgia to give him grants of land. He went to Georgia to live after the war and died there at the age of 44; he was buried in one of the public squares of Savannah.

WASHINGTON (alt. 240, town pop. 6430), 6.7 m. is the governmental seat of Coventry Township, which was part of Warwick before 1741, when it was incorporated and named for Coventry, England. The township is rectangular in shape and has an area of 62 square miles, which makes it the second largest town in the State. The villages in the northeastern and central parts of Coventry are devoted to manufacturing while those in the northwestern and southwestern parts depend mostly on farming. The *Flat River*, which flows through the town, is the south branch of the Pawtuxet River. This river derives its name from the fact that for more than 6 miles it does not fall more than 16 inches to the mile.

The village of Washington, formerly called Braytonville, was settled about the middle of the 18th century and was named for Thomas Brayton who owned the land, and conducted a grist and fulling mill here. In 1809, the village received its present name from the Washington Manu-

facturing Company, which built its first mill in 1812. At present the thriving community has about 1200 people and several mills devoted to the manufacture of lace, cotton, and woolen goods.

At the western edge of Washington State 117 continues straight ahead; State 3A turns left and at 7.7 m. forms a junction with State 3 (see *Tour 2*).

T O U R 3 : *From JUNCTION WITH STATE 3 (Warwick) to JUNCTION WITH US 1 (Charlestown), 24.6 m., State 2.*

Good hard-surfaced roadbed, mostly three-and-four-lane.

BRANCHING south from State 3 (see *Tour 2*), 8.9 m. south of the junction with US 1 in Providence, State 2 runs through a sparsely settled, rolling countryside.

For 1.5 miles the route passes through the western part of Warwick (see *Tour 1*).

At 2.7 m. in East Greenwich Township is the junction with paved Middle Rd.

Right 0.5 m. on this road is (L) the *Spencer House (private)* a one-and-a-half-story, clapboarded frame house (1715), with gambrel roof, a dormer window, two brick chimneys, and a gable roofed ell on the west end. John Spencer, a veteran of King Philip's War, had a house here in the late 17th century. He was the first Town Clerk of East Greenwich. The present structure was probably erected by one of his nine sons.

Ye Old Brown Bread Place (private), 0.6 m. (L), is a very attractive story-and-a-half shingled frame house (1720), with gambrel roof, dormer windows, large central brick chimney, and green shutters. The house has an unusual stone floored cellar with fireplace. Several explanations are given for the name of the house. One is that at old-fashioned picnics the family that lived here always supplied brown bread, and another that a former eccentric owner mixed a conglomeration of odds and ends of variegated paints for his dwelling, producing a brown bread color.

At 4.7 m. (R) is the *Huguenot Settlement Marker (R)*, stating that 'Near half a mile westward on the farm of Peter Mawney (Le Moine) is the spring around which stood the "Old French Orchards" and the cellars which tradition assigns to ancient "Frenchtown."' The 17th-century Huguenot settlement here was broken up by boundary controversies between Rhode Islanders and the owners of the Atherton Purchase, who endeavored (1659-71) to keep this part of the Colony under the jurisdiction of Connecticut.

At 6.3 m. is the junction with a dirt road, marked Queen's Fort.

Right about 1 m. on this road (follow signs) to *Queen's Fort*, named for the Indian squaw sachem Matantuck, or Quaiapen. The fort is a low wall of rocks rudely

piled together on a hilltop straddling the North Kingstown-Exeter boundary line. Surrounded by timber and huge rocks, it is unapproachable from the south owing to the many immense boulders with which the hill is strewn; access to the other approaches is also difficult owing to the steepness of the hillside. Many boulders lie within the fort, and beneath some are excavations large enough to shelter several people. The *Queen's Chamber*, a little outside the fort to the west, is a large opening beneath a huge pile of rocks. The floor is covered with fine white sand and the entrance is so hidden as to be unnoticed a few feet away. It is believed that an Indian known as 'Stonewall John,' who had learned the mason's trade, assisted in the construction of this fort. It was not taken by white soldiers in warfare but was abandoned in 1676, after the Narragansett Indians had been decimated by King Philip's War (see *Indians*).

Between 7.2 and 8.2 *m.* State 2 coincides with State 102, the Victory Highway (see *Tour 9*).

South of the North Kingstown-Exeter boundary line, 9.5 *m.*, the route traverses a flat farming district.

At 10.5 *m.* is the junction with a paved side road.

Right 1 *m.* on this road to the *Exeter School*, for the feeble-minded. In 1907 the State purchased an old farmhouse and about 500 acres of land for this school. Dr. Joseph H. Ladd, the first superintendent, is still in charge. The institution now takes care of about 635 inmates within school age, or capable of being benefited by special instruction. The institution has been greatly enlarged since it was opened. In 1912 provision was made for female patients and persons beyond the school age. After special training many pupils are able to go out in the world and earn their own living.

Basoqutogaug Park, 11.8 *m.* (R), is a small picnic grove, maintained by the Division of Roads and Bridges and pleasantly situated in a cluster of shade trees (3 *fireplaces*, *tables*, *parking space*). The grove probably received its name from the Indian term Bassokutoquage, the place where Scuttape, son of Quaiapen, lived.

A marker at 13 *m.* (L) indicates a ravine, a short distance back from the highway, in which are *Wolf Rocks*, a group of glacial boulders, some more than 9 feet in diameter, where wolves were said to have lived in Colonial days.

Quanatumpic Grove, 13.2 *m.* (R) is another small park (*fireplaces*, *tables*) maintained by the Division of Roads and Bridges.

At 14.3 *m.* (R), on the shore of Barber's Pond in South Kingstown, is another small picnic grove.

At 14.9 *m.* is the junction with State 138 or Kingston Rd.

Right 2 *m.* on this road is the small village of USQUEPAUGH (alt. 80, Richmond Town), formerly known as Mumford's Mills. The village is situated on both sides of the Queen's River, once known as the Usquepaugh, that serves as the boundary between Richmond and South Kingstown. Silas Mumford erected a gristmill here about 1807, then a carding mill, and in 1817 he invented a machine to clean wool of burrs. In 1836, J. B. M. Potter erected a mill to manufacture Kentucky jeans; it was named Independence Mill because it was 'raised' on the Fourth of July. Potter operated the mill until the outbreak of the Civil War. It was destroyed by fire in 1866. At the present time the village has about 20 residences, two or three dairy farms, a post office, church, and a mill where Rhode Island johnnycake meal is ground by old-fashioned granite mill stones.

Left 1 *m.* on this road is WEST KINGSTON (alt. 200, South Kingstown Town),

a small village settled about 1837 when the Providence and Stonington Railroad, now the N.Y., N.H. & H. R.R., was built through the town. The advent of the railroad centralized business around the station. At present the village has about 30 houses grouped around the depot and the intersection with Perryville Rd., along with a fair grounds and a small shopping center.

Shortly after the close of the Civil War a group of Washington County farmers and business men formed a forum to discuss and debate questions pertaining to local, State and national agricultural and political matters. This society which met weekly during the winter months was the forerunner of the Grange in Rhode Island. In 1872, some of the members of the forum organized a Farmers' Club and held a small Agricultural Fair in Wakefield. The fair was so successful that the Washington County Agricultural Society was established in 1874 after a meeting held in the old Kingston Court House. At the January session of the legislature the society was incorporated and given a liberal charter. A large tract of land near Kingston Station was purchased for the fair grounds and here buildings were erected to house cattle and various other agricultural exhibits. Later a grandstand was erected and a race track constructed. The fair is held annually the first week in September.

Kingston Court House (L), at the village center, a two-and-one-half-story granite building with a tower on the left front corner, was opened in 1900. It looks a little like a Norman castle.

KINGSTON (alt. 250, South Kingstown Town), 2.9 m., was formerly known as Little Rest. The origin of the name Little Rest is buried in legend, but it is said that the place was named because troops of the united Colonies rested here on their way to the Great Swamp Fight in 1675. Since most of the westward bound travel at a later period crossed the hill, and owing to the steepness of the approaches, it is probable that travelers did stop for a 'little rest' upon its crest.

The Pettaquamscutt Purchasers (*see Tour 1*) laid out a large tract of land here which was divided into farms as early as 1670. As the farms on Little Rest Hill became occupied a small settlement grew up in the center. The first holdings were taken up, on what is now the main street, about 1700, and from that time on the village grew rapidly; so much so that in 1752, when the Court House and Jail at Tower Hill (*see Tour 1*) were found to be in a bad state of repair, this village grasped the opportunity of wresting from that place the position of county seat.

The court was moved to Little Rest in 1752 and the village remained the governmental center of Washington County until 1900 when the new courthouse was erected at West Kingston. In 1885 the village received its present name.

This quiet town has a wide main street, untouched by commercialism, and lined with elm trees, some of which are from 150 to 200 years old.

On the western edge of the village, right of State 138, is the *John R. Eldred House*, erected about 1856, a two-and-a-half-story granite structure that houses the *Washington County Jail* in its rear ell.

Left on State 138, on the corner of College Rd., is the *Cyrus French House* (*not open*), constructed about 1792 from three older structures when General Cyrus French came to Kingston from Grafton, Massachusetts. French purchased the land from two sons of Robert Potter. The central part of the house, built about 1740, is probably the building mentioned in the deed as then standing on the land. A barn and a shoemaker shop were also specified in the deed. Part of the house is supposed to contain timber from the old jail, built about 1756, which was also purchased by French.

The two-and-a-half-story clapboard frame house, with central chimney, has an ell with a lean-to roof; it is unoccupied and dilapidated.

Cyrus French, a lawyer whose son carried on trade here as a hatter, is said to have participated in Shays' rebellion before coming to Little Rest. His son, William French, a noted hatter, is mentioned in Thomas Hazard's 'Jonny Cake Papers.'

The *Congregational Church* (R), on State 138, is a two-and-a-half-story white rectangular building with a three-story clock tower and steeple, built in 1820. The founding of this church belongs to the earliest years of Little Rest. Samuel Niles was minister in 1702. In 1707 a tract of land was deeded by Samuel Sewall and his wife Hannah, of Boston, 'unto the said Samuel Niles and his heirs forever for the use of the Inhabitants of said Kingston To Build a Public Meeting House on for theire more Convenient Assembling of Themselves together for the Solem Worship of God ...'

Old Kingston Courthouse, NE. cor. of State 138 and College Rd., which houses the *Kingston Free Library* (open Wed. 4-4.30; Sat. 7-8.30; reading room, open daily 8-9; Sun. 8-6) was erected after Little Rest, now Kingston, had won the position of county seat from Tower Hill. The County Court, when first moved here from Tower Hill in 1752, was housed in an older courthouse for about twenty years. In 1773 the General Assembly voted that a new courthouse be built; it was completed in 1775. Sessions of the General Assembly were held here from 1776 to 1791 and those of the County Court from 1776 to 1900. The library contains about 12,000 volumes, portraits of Dr. James MacSparran (see *Tour* 1), and his wife; and a famous reproduction of the 'Lion of Lucerne,' a wood carving by A. Thorwaldsen. The old three-story brown frame structure has a red mansard roof, dormer windows, clapboard sides and a belfry. Old-fashioned lamps hang on both sides of the front entrance.

The *Thomas P. Wells House* (private), on State 138 (R), built in 1832, is a two-and-a-half-story white frame house with a raised gable roof, small-paned windows, and green blinds. The gable end faces the street.

Kingston Inn (open), built about 1757, though the date is sometimes given as 1746, is a two-and-a-half-story white frame building with a gambrel roof, dormer windows, central chimney and many small paned windows with green blinds. An innkeeper, John Potter, bought the land from Elisha Reynolds in 1755. The inn contains 22 rooms; the ground floor is centered around a triangular-base chimney with three hearth fireplaces. An interesting feature of the old structure is the tap-room with a hinged partition. The walls are mostly papered in old-fashioned patterns; the bedrooms have fireplaces; the old staircase is handcarved and the doors have the original hinges and latches. Kingston Inn has been continuously open for the entertainment of travelers for 180 years.

The *Mathew Waite House* (private), on State 138 (R), a two-story white frame house, was built in 1819 on the foundations of a house built by William Caswell in 1755. It has a gable roof, front porch, small window-panes, green blinds, central brick chimney, and a rear ell. The house, now occupied by Miss Isabel Eddy, was at one time the home of John, father of Mathew Waite. John was one of the silver-smiths of Little Rest. The Eddy family came here in 1910 from Providence and, because Abraham Lincoln had once stopped at the family's city home, fitted up in this house a 'Lincoln Room' with old furniture, and the bed in which Lincoln slept.

The *John T. Nichols House* (private), on State 138 (L), a long two-story white frame structure, was built about 1802. It has two brick chimneys, a gable roof, green shutters and small window panes.

Kingston Post Office (L), erected prior to 1759, is a simple one-and-a-half-story white frame building with a gable roof, one dormer window and a rear ell.

The *John Douglas House* (private), on State 138 (R), a two-story yellow frame house with a gable roof, central stone chimney, green shutters, small paned windows and a side ell, was built about 1753.

The *Elisha R. Potter House* (private), on a short lane to the right of State 138, was built in 1809. It is a large two-and-a-half-story T-shaped frame structure, painted yellow with white trim, with a gable roof, green shutters, brick chimneys, small window panes and, now, two large piazzas. Elisha Reynolds Potter, the builder, was a member of Congress 1796-97, 1809-15. His son, Elisha R. Potter, Jr., devoted much of his life to public service; he was a member of Congress 1843-45,

Commissioner of Public Schools, member of the State Supreme Court, and author of 'The Early History of Narragansett.'

The *Old Tavern (private)*, on State 138 (L), also known as the John Taylor House, is a long two-story shingled structure, built about 1752; it has a gable roof, two chimneys, one stone and one brick, blue shutters and small-paned windows. The inn was run for many years by Joseph Reynolds who was often mentioned in Shepherd Tom Hazard's 'Jonny Cake Papers.' 'The host was of such surpassing genius, that his house became as famous a resort for the wits and good fellows in Rhode Island as Will's Coffee House was in London in the days of Queen Anne, when it was the habitual gathering place of Addison, Steele and the literati and wits of England in general. After Joe Reynolds' decease his son John, a most genial and amiable man, succeeded his father as landlord.' An underground passage, the purpose of which is unknown, commences in the cellar and terminates a quarter of a mile to the westward.

The *Joseph Perkins House (private)*, on State 138 (L), built 1775, now forms the rear ell of the Hagadorn or Hawthorne House. Perkins was an early merchant and silversmith. The Hagadorn House, built in 1827, is a two-story gray frame building with white trim.

The *Abel Cottrell House (private)*, on State 138 (L), a two-and-a-half-story white frame building with a red gable roof, was built in 1818. It has green shutters, small-paned windows, a central brick chimney, and a lean-to ell on the east side.

The *Elisha Reynolds House (private)*, on State 138 (R), also called the Lucca House, was built about 1750. It is a three-story yellow frame structure with white trim, gambrel roof, dormer windows, and green shutters. Reynolds, grandfather of Elisha Reynolds Potter, purchased the land on which the house now stands from Henry Knowles in 1738. The name Lucca House is of recent origin. Madam Pauline Lucca, an opera star of New York, came to the village to rest after two strenuous years of work. She was so pleased with the village that when she departed, she left her picture and requested that the old house in which she had lived be known as the Lucca House. During the early years of the village there was a free library in one room of this house, while another room housed a fancy goods store. In 1832 a small newspaper was issued here by James Brenton. At the present time it is the meeting place of the Tavern Hall Club, an organization of Rhode Island college professors and village residents. In the rear are sold hand-made gifts, such as hooked mats and rugs and splint baskets, mostly of local materials and workmanship.

The *William H. Case House (private)*, on State 138 (L), a remodeled one-and-a-half-story white frame house, was built in 1826. It has a gable roof, dormer window, green blinds and a central brick chimney.

The *G. Fayerweather House (private)*, on the eastern edge of the village, on State 138 (L), is a one-and-a-half-story shingled frame house, built about 1801.

North of the village center 0.2 m., on College Rd. is *Rhode Island State College*. A Memorial Gateway spans the main entrance to the 6-acre campus, which is flat and slightly sloping toward the west.

Just north of the Gateway is the central quadrangle around which are grouped the principal buildings. Many of these are plain rectangular structures of ashlar masonry, which gives the campus an institutional atmosphere less attractive than that of the newer section of the State Institutions at Howard (*see Tour 2*).

Edwards Hall, southeastern corner of the quadrangle, was built in 1928 and remodeled in 1935. It is a two-story rectangular granite building, with a flat roof and arched windows, containing an auditorium with a seating capacity of 1480.

Just west of Edwards Hall, on the southern edge of the quadrangle, is *Ranger Hall*, erected in 1913, a three-story, rectangular granite building with a hip roof. It houses the department of chemistry, physics, zoology, bacteriology and botany. Each department has its own laboratory, recitation room and library. This build-

ing also has an amphitheater, with a seating capacity of 100, which is used in common by the different departments.

In the rear of Ranger Hall is *Green Hall*, erected in 1937, a two-story T-shaped Colonial type building, that is one of the most attractive structures on the campus. In this building are the administrative offices, and on the second floor, the library.

On the southwestern corner of the quadrangle is the *Home Economics Building*, a three-story granite structure built in 1936, housing a research laboratory, 11 classrooms, 10 offices, 8 laboratories, a lecture hall seating 300, and a model kitchen.

On the western side of the quadrangle, just north of the Home Economics Building, is the *Lodge*, or *Watson House*, (about 1790). This house is the original farmhouse on the Oliver Watson Farm, which was purchased for the State Agricultural School. It has been used as the residence of the foreman and later for housing women students. From 1908 until 1931, when the interior was wrecked by fire, it was occupied by fraternities and by faculty families. In 1933 the house was restored and fitted up as a tea-room.

Near the Watson House, on the western side of the quadrangle, is *South Hall*, a three-story frame building erected in 1890, and used until 1932 as a dormitory. It is now a food laboratory.

Davis Hall, built in 1895 and centrally situated on the western side of the quadrangle, is a three-story granite structure, with turrets, that gives a castle-like appearance. It is used as a men's dormitory and college infirmary.

Just beyond the western border of the quadrangle is the red-brick *Women's Dormitory*, erected in 1936, with a central unit of three-and-a-half-stories, and four smaller connecting units. The structure houses 90 girls.

Taft Laboratory, northwestern corner of the quadrangle, built in 1889, is a two-story building of native granite, quarried a few hundred yards to the west of the campus.

The *Gymnasium*, 50 yards northwest of the quadrangle, and erected in 1929, is a granite building of two stories, with towers on the front. The basement has a rifle range, and military stores. The gymnasium shed, with a floor space of 70 X 89 feet, is used for college dances and social functions.

Screened by trees to the north and northwest of the quadrangle are the *Animal Industry Building* (1936) and the *Greenhouse* (1906), covering an area of 10,000 square feet.

Lippitt Hall, north side of the quadrangle, built in 1897 and remodeled in 1936, is a three-story granite structure, with high gable roof. For a number of years it housed the Engineering Department and the library, and also provided a general assembly hall, gymnasium, and drill hall. The second floor has been renovated into a large dining-room. The third floor is used as a women's gymnasium.

Bliss Hall, on the northeastern corner of the quadrangle, is a four-story granite building used by the School of Engineering. The forge and foundry shops, mechanical, and hydraulic laboratories are in the basement. The first floor houses machine and pattern shops, offices, instruction rooms, and electrical laboratory. On the second floor are classrooms, a drafting room and offices; classrooms, museum, and department library occupy the third floor. Work in Aeronautical Engineering is carried on in the attic or fourth floor.

East Hall (1909), on the east side of the quadrangle, is a three-story granite building, used as a men's dormitory.

Agricultural Hall (1921), on the east side of the quadrangle, opposite Edwards Hall, is a three-story granite structure, housing the extension services of the School of Agriculture and the Department of Business of the School of Science and Business.

Rhode Island State College originated in the federal land-grant act (Morrill Act) of 1862. Rhode Island's share of this aid was first taken by Brown University.

In 1887 a State agricultural school was founded at Kingston, which in 1892, was chartered as the Rhode Island College of Agriculture and Mechanic Arts to take over the federal aid relinquished by Brown. In 1909 the institution was given its present name.

About 0.5 *m.* southwest of the village center is BISCUIT CITY or Harley's Mill. According to tradition and as recorded in the 'Jonny Cake Papers' the origin of the name came from the imagination of an itinerant peddler who was impressed by the many biscuits being made by the housewives.

The village never seems to have had more than six houses and a mill, grouped around the 'Great Spring,' and a mill pond. A cotton mill was opened here in 1808, and later (about 1830) converted into a grist mill. At present the pond is used as an auxiliary for water supply of Kingston; Biscuit City today has but two houses and memories.

Near Kingston, on Slocum Rd. north of the center, once lived William Harrison Rose, affectionately known as Weaver Rose (d. 1913). The small cottage, where he lived with a sister as eccentric as himself, was burned by lightning a few years ago. Here he used to weave rag rugs, portieres, chenille mats and hap-harlots (a coarse blanket or coverlet). His huge clumsy old-fashioned looms were housed in a loft over an ell behind the cottage, a place where only a few trusted friends ever penetrated. He was taught the art of weaving by his grandfather, who had worked under William Reed, the famous English weaver, and an idea of his general appearance and eccentricity can be gained from the following quotation: 'He is anything but conventional, as Narragansett Pier and neighboring resorts measure conventionality. His bare feet, his two piece costume — with none too much care taken in the piecing — his long white hair, his shrewd eyes that supplement his infrequent and somewhat gruff speech, his constant recourse to the contents of the serviceable snuff box which is his invariable companion, all contribute to the visitors pleasure in the meeting.' Weaver Rose did much toward the revival of hand-weaving in modern New England; in 1912, by his invitation, some seven or eight enthusiasts gathered at his home and formed an organization called the Colonial Weavers' Association. This organization did not have many meetings nor was it at any time very active, but it served as an impetus to the revival of the old art.

The *Henry Marchant House* (*private*), on State 2 at 16.4 *m.* (R), at the end of a long entrance drive, was built early in the 18th century, and in 1775 was acquired by Henry Marchant, a member of the Continental Congress and later a Federal Judge. He moved in 1784 to Newport. The two-and-a-half-story white frame house has a gable roof, central stone chimney, small-paned windows and inside sliding shutters.

At 16.5 *m.* (L), is a State marker noting that three-quarters of a mile from the highway is the *Site of the Great Swamp Fight*, which was fought December 19, 1675 (*see Indians*).

Between 16.9 and 19.6 *m.* the route passes through the southeast corner of Richmond Township (*see Tour 2*). There are small picnic groves at 17.9 *m.* and 18.2 *m.*

At 19.9 *m.* is the junction with paved Kenyon Rd.

Right on this road 0.4 *m.* to the village of KENYON (alt. 100, Richmond Town), formerly known as Holburton's Mills. As early as 1772 an iron factory existed here. A later factory carded wool into rolls to be spun by hand. A still later plant, a fulling mill and a cloth dressing establishment, was known as Holburton's Mill. Louis Kenyon purchased this mill from the estate of Thomas Holburton in 1820 and continued to dress cloth. In 1844 Abiel Kenyon erected a stone mill, which was operated until a few years ago. A post office was established in the vil-

lage in 1888 and in 1889 a railroad station was opened. At present the only industry is the Kenyon Piece Dye Works.

At 20.2 *m.* is the junction with paved Shannock Rd.

Right on this road 0.5 *m.* to the village of SHANNOCK (alt. 100, Richmond Town), once known as Clark's Mill. This village originated when Jeffrey Wilcox willed to his son Abraham one acre of land; in 1762 this land, with a gristmill and sawmill, was deeded to Jeremiah Browning. Joshua Clark came into possession in 1771; he and his son erected a small wooden mill and began the business that is today the Columbia Narrow Fabric Company, organized in 1902, making webbing. The territory around Shannock, a name of Indian origin, is drained by the Pawcatuck River, which flows over picturesque Horseshoe Falls. The road to Shannock is as full of twists and turns as is the river, which is crossed and recrossed, leading the traveler alternately through Richmond and Charlestown. Shannock is a typical mill village on a hill; it has a small shopping center, and a library that serves both Charlestown and Shannock residents.

At 21.5 *m.* is the junction with Carolina Back Rd.

Right on this road 2.7 *m.* to the village of CAROLINA (alt. 100, Richmond Town), part of which is in Charlestown. On the site of the Carolina Mill formerly stood a gristmill which was erected in 1802 by Joseph Nichols, on land later held by Aaron and Sands Kenyon, and in 1841 purchased by Rowland G. Hazard for the manufacture of cotton cloth. Through his efforts most of the present houses were built. The first store in the village was established in 1837; a school was erected by Mr. Hazard in 1845, and sold to the district in 1871. The village is said to have been named for Hazard's wife, Caroline. There is no manufacturing in the village today, though a little south of the center is the *Plant of the Beresford Ice Cream Company*.

At 21.5 *m.* is the junction with a dirt road.

Left about 0.6 *m.* on this old Pasquisset Indian Trail to *Pasquisset Pond*, 75 acres in area, its waters reddish in hue because of impregnation by iron ore. In Colonial days iron ore was taken from this vicinity and manufactured at Shannock.

At 22.4 *m.* (L) is the Charlestown *Town Hall*, on a hillside by itself.

CHARLESTOWN (township pop. 1118), was taken from Westerly and incorporated in 1738; it was named for King Charles II who granted Rhode Island its charter of 1663. The township, containing 41 square miles is agricultural, though its southern shore has many summer resorts (see *Tour 1*).

At 23.2 *m.* is the junction with a narrow dirt road.

1. Right about 0.9 *m.* is *Indian Church (not open)*, a very plain one-story stone building, standing in the corner of a small clearing. The building is heated by a small wood stove, and lighted by kerosene lamps. An older wooden structure was on this site as early as 1750. Only occasional services are now held here, by descendants of the Narragansett Indians, who usually have an annual gathering the second Sunday in August.

In the woods about a half-mile northwest of the church are *Child Crying Rocks*, a ragged ledge outcropping in what was once an Indian reservation (see *Indians*). Tradition relates that the Indians had a custom of destroying at birth all weakly, ill-formed and undesired children, such as would not become good hunters, warriors and burden bearers. As the wind plays among these rocks the imaginative fancy they hear these ill-fated infants wailing; hence the name Child Crying Rocks.

2. Left about 0.7 *m.* (follow signs) to the *Indian Burial Ground*, a 20-acre plot now maintained by the State. This was the ancient burial place of the Narragansett Indians. There is one row of mounds raised above the next; Indian tradition

identifies this as the tombs of the sachems and their families. In May, 1869, some Charlestown men opened one of the graves, to ascertain how the Indians buried their dead, and collected a few relics. The grave was covered with large flat stones and contained a log coffin. A brass kettle was found at one end of the coffin, and an iron kettle at the other.

At 24.6 *m.* in Cross's Mills is the junction with US 1 (*see Tour 1*), 12 miles east of Westerly.

T O U R 4 : *From* MASSACHUSETTS LINE (*Worcester*) *to* PROVIDENCE, 17.3 *m.*, State 146.

Via Union Village and North Providence.

Good hard-surfaced roadbed.

STATE 146, the most direct route between Worcester, Massachusetts, and Providence, Rhode Island, crosses the Rhode Island–Massachusetts Line as a concrete road passing over a pleasant rolling countryside dotted with small farms. Near Union Village it skirts the western edge of Woonsocket and hence is the most used route between that city and Providence. State 146 crosses the State Line 23 *m.* south of Worcester, and runs for about three miles through a sparsely settled rural district in the township of North Smithfield.

Slater Park, 0.6 *m.* (R), is a small grassy triangle, in the center of which is a large granite boulder bearing a bronze plaque to the memory of James S. Slater (1841–1915), town clerk and assemblyman. James, a descendant of the original textile mill Slaters, waged a successful campaign to have May 4 given general recognition as Rhode Island Independence Day. State 146 bears left at the park; in a valley to the right are the housetops of the textile village of Slatersville.

Red Brick Tavern (*not open*), 1.4 *m.* (L), is a two-and-one-half-story red-brick building with white trim, and a gable roof (about 1805). The well-spaced windows in this house are topped with corniced lintels that appear quite heavy. A feature of the house is the arched central doorway, with a white paneled door flanked by two narrow side-lights topped with an elliptical fan-light. The portal is surmounted by a hanging lantern. In the 19th century this was an important tavern.

At 2.2 *m.* is the junction with a paved side road.

Right 0.4 *m.* on this side road, which becomes Main St. of the village of Forestdale, is the *Site of the Second Scythe Factory* (L), in the township of Smithfield. In this factory, founded 1824, quantities of sabers were made for the Union Army in the Civil War.

FORESTDALE (alt. 200), 0.5 m., is a small industrial village; in the 18th and early 19th centuries it was a center for the manufacture of scythes and scythe stones. The *Forestdale Mills* (L) make flannel blankets. The factory maintains a baseball field where the village boys play sandlot games. The mill population is largely Portuguese and Polish in character. Near the mills can be had very attractive glimpses of the hemlock-wooded banks of the *Branch River*.

West of Forestdale the highway becomes School St. At 1.1 m. on the edge of the village of Slatersville, is the *Site of the John Slater Mansion* (L). The site is readily identified by the cellar situated in the center of a large house plot landscaped with hemlock and beech trees. The younger Slater, grandnephew of the founder of Rhode Island's textile industry, was one of the 'bloods' of his day, in short, a great entertainer. The gardener's house belonging to the old estate is still standing, about 60 feet back from the highway. It is a one-and-one-half-story frame structure with a large front piazza.

SLATERSVILLE (alt. 200), 1.2 m., is the seat of government for the township of North Smithfield (pop. 3945). The latter was formerly a part of Smithfield, which once included most of northern Rhode Island. It was incorporated in 1871, and first named Slater, but this title was held only a scant two weeks. The Slater name now remains attached to the village where cotton textiles have been manufactured extensively since the early 19th century, when the first Samuel Slater became dissatisfied with his position in Pawtucket and began a new business in partnership with his brother John. The township of North Smithfield is almost rectangular in shape and about 24 square miles in area. It includes many separate centers of population: Union Village, Branch Village, Slatersville, Forestdale, etc. Rising from both banks of the Clear River the contour is made up of rolling hills.

This route enters Slatersville on School Street, which passes the *Village Green* (R), a very attractive spot. On one side is the *Congregational Church*, facing south, and overlooking the buildings of the Finishing Company in a hollow to the left. On School St., the second house east of the church has an unusual doorway; there is nothing just like it in this part of the country. Over the usual side pilasters are two half-urns, with wings, and a sort of Spanish comb on top. The whole design is rather crude, and probably homemade.

On Green Street at the far side (W) of the Green stand eight houses that superficially appear to be of the same period and type. The oldest (about 1810) is now the *Congregational Parsonage*. It was once the home of John Slater, a founder, with his brother Samuel, of the town's textile business. The house has been used as a parsonage since about 1828. It has three old mantels, two Dutch ovens, and a winding staircase.

On the east side of Green St., nearly opposite the parsonage, is the *Old Schoolhouse*, a two-and-one-half-story white frame building with green shutters (about 1810). It is believed that the second Sunday School in the State was held here. The Old School has been changed into a two-family dwelling, which has spoiled it.

The other houses on the west side of Green Street were originally constructed 1810-20 as mill tenements for four families each. In recent times, as the mill families have moved elsewhere in the village, these houses have been 'improved' to make them more like early 19th-century one-family houses, and the results have been decidedly successful. The entire Green, with its church, well-spaced houses, yards, and fences, shows evidence of a sort of 'village planning' activity that gives a distinct and charming flavor to this mill town.

The modern *Slatersville Finishing Company* buildings fill up the hollow in the center of the village below (L) the Green. Here also is the old wooden building (1804) of the Slater enterprise, and the *Stone Mill* (1826) with a belfry. In the 19th century this bell was rung as curfew, to warn youngsters off the streets at 9 P.M. - A little to the west of the mills is the end of the *Slatersville Reservoir*, with its power dams. West of Slatersville Green the highway, called Main St., connects at 2.4 m. with the Victory Highway (see Tour 9).

At 2.4 m. (L) on State 146 is the *Site of the First Scythe Factory* in this part of the State. It is indicated by a marker on a small mound close to the road. The factory was erected in 1795 by Elisha Bartlett (died 1804). Right at 2.6 m. is the *Branch River Wool Combing Company Plant*; in the fields on the opposite side of the highway are the abandoned quarries where the once famous Smithfield scythe stones were obtained. The mill scours and combs wool; it is so named because this part of North Smithfield was, and sometimes still is, called Branch Village for the Branch River (*see above*).

UNION VILLAGE (alt. 200), 3.3 m., was the first part of the present township of North Smithfield to be settled. Great Road, as old residents call their main street, formerly ran between Providence and Worcester; some parts of the old winding road have been incorporated into the modern highway, called the Louisquisset Pike, while other sections remain as side roads. Next to Samuel Slater, who moved part of his textile business to Slatersville from Pawtucket, Peleg Arnold of Union Village is possibly the most outstanding citizen the township of North Smithfield has produced. He was a lieutenant-colonel in the Revolutionary army; he served as a delegate to the Continental Congress, 1786-88; he was Chief Justice of the Rhode Island Supreme Court, 1795-1809, 1810-12; first president of the Smithfield Union Bank, and chairman of the committee that founded Smithfield Academy. He also owned the local tavern (*see below*). Union Village was in the 19th century a well-patronized 'stop-over' for stagecoach travelers between Boston and New York. Its present population is largely of old Colonial stock.

In the compact village, which is built around State 146, or the old Great Rd., are many old houses set in small but charmingly tree-shaded lawns. The *Brayton House*, on the left of State 146 is a small one-and-one-half-story structure the west wing of which was built prior to 1770. The original owner, James Brayton, was a Negro who had once been a slave. He built the house himself, paying for the materials by hiring out as a day laborer.

On the corner of Pound Hill Rd. and State 146 is the *Seth Allen Tavern* (*not open*) (1804), now remodeled for dwelling-house purposes. This tall two-story frame structure is rectangular in plan, with a one-story addition on the rear. Two end chimneys rise from the peak of its gable roof. The house stands on a high basement story, and a terrace enclosed by a white rail extends across the front. The main central doorway is protected by a square portico topped with a simple balustrade. The portico and terrace are obviously later additions. The severity of the façade is relieved by the intimate scale of the many-paned sash windows. Fronting both on Pound Hill Rd. and State 146, it gives the effect of two houses at right angles.

On Pound Hill Rd. to the right of State 146 are two old buildings. The original section of the *Slocumb House* (*not open*) was erected by Hezekiah Comstock early in the 18th century, and a part of this house probably remains as the small ell on the north side of the larger building which was

constructed by Walter Allen about 1802. The house, now painted a light orange color, contains ten fireplaces. It is reputedly the site of the earliest Roman Catholic services held in this vicinity. The town whipping post stood near-by. The house is in a better state of preservation than are most others in the village; the interior woodwork is of a delicate design typical of the late Georgian period.

Next to the Slocumb House is the *Old Bank (not open)*, once used as a dwelling and store by Walter Allen, and changed into a bank in 1805. This institution, the first one of its kind in this part of the State, remained in these quarters over fifty years. Its charter, a large lock and key, letters from Moses Brown who was a director, and other records are in the possession of the Woonsocket Trust Company. Many of the old documents are written in ink made of nutgalls and sulphate of iron (green vitriol), which was dried by being dusted with black sand. The bank's first cashier received \$1 a day for his services. In September, 1805, Nabby Wilkinson was paid \$1.75 'for washing and ironing' the bank's bills. The first big robbery occurred in October, 1838, when a Charles Lewis made off with \$3041. The Old Bank building, as now remodeled for a dwelling house, gives little evidence of its former use. Painted a dark red, it is neat and in good repair.

Pound Hill Rd. was the route taken through Union Village by some of the Dorrites, in June, 1842, on the way to their rendezvous at Acote Hill in Chepachet (*see Tour 9*).

Left on State 146 is the *George Aldrich Inn (not open)*, erected in 1804. The house has a small cupola in the center; it was once the home of James Bushee, headmaster of Smithfield Academy, and is now owned by his daughter, Miss Alice Bushee, professor of Spanish at Wellesley College.

The *Stephen Brownell House (not open)*, 86 Great Rd., was built by Walter Allen in 1806. Allen was a general contractor who constructed a number of houses in Union Village. The old Brownell place, now occupied by Judge Herbert Carpenter, is a two-story white frame house with a hip roof, and a hipped-roof portico over the front entrance. The front lawn and trees form a pleasing setting for the house.

The *Captain Daniel Arnold House (not open)*, 76 Great Rd., is a large white frame structure (1714), two and one-half stories high, with an addition on one end and a porch on the other that are obviously recent changes. The main entrance is protected by a gabled-roof portico supported by two Doric columns. Set amid trees, shrubbery, and trellis-work, this house has a stately and charming appearance. The original stone doorsteps have been preserved. The Arnold House has also been much altered. About 1800 the front porch was added, of unusual type for this vicinity; it is of ample depth and width, with a pedimented roof and a plastered ceiling. The door is framed with rusticated wood blocks to resemble stone, in contrast with the clapboard siding of the exterior.

The *David Aldrich House (not open)*, across the street from the Arnold House, was built before 1810. This two-and-one-half-story white clap-

boarded structure with green shutters was used at one time as a dormitory for the Linden Grove Seminary for girls, which was subsequently moved to Pawtucket.

On the southeast corner of Woonsocket Hill Rd. is (R) the *Peleg Arnold Tavern (not open)*. The original building, about 20 feet square, was the home of Richard Arnold and was probably the first house erected in Old Smithfield. It was enlarged by Peleg Arnold about a century later, and was used as an inn. The tavern was designated in 1775 as the place where a stand of 100 arms was to be deposited for use of the townsmen in case of British invasion. Here was held, May 16, 1805, the first directors' meeting of the Smithfield Union Bank. Peleg Arnold was first president of the bank. In recent years the building has been remodeled for tenement purposes, but at the present is not occupied. It is a large two-and-one-half-story frame house, rectangular in plan, with two brick chimneys rising from the peak of its gable roof. Two tiers of the windows of the house are unevenly and asymmetrically spaced. The small dilapidated entrance porch is of the later 'jigsaw' type front. The house has little architectural distinction and, owing to lack of care, its huge bulk presents a drab appearance. Nearly opposite the inn, on the left side of State 146, is the *Site of Smithfield Academy*, built in 1810, and destroyed by fire in 1850.

On the southern edge of Union Village at the foot of a slight decline is the junction with South Main St., of Woonsocket. At the intersection is (L) an old *Milestone*, marked 'Miles to Boston 47,' which was erected in 1761 when Benjamin Franklin was one of the postmasters-general for the Colonies. To the right is the *Union Cemetery*, in which is the *Grave of Peleg Arnold*. For some distance here the left side of State 146 forms the boundary line between the city of Woonsocket and the town of North Smithfield.

Opposite the Union Cemetery is the *Friends Meeting-House (L)*, a plain white frame structure, rectangular in plan, with a gable roof. The tall windows are topped with small keylocks, and the paneled double doorway on the front is surmounted by a badly proportioned canopy supported by two brackets. Owing to boundary-line changes this meeting-house is now in Woonsocket, but it is the modern center for the old Quaker Meeting of Union Village, organized in 1719. The present building was erected in 1881. In the earlier building, while the British occupied Newport during the Revolution, was held the Quaker Yearly Meeting attended by the mothers of Nathanael Greene and Stephen Hopkins (*see History*). The old church had hard wooden pews with narrow seats and straight backs. Peleg Arnold's funeral service was held here. During the Civil War, women gathered in this building to knit mittens for the Union soldiers. Just north of the church is the old *Quaker Cemetery*. Many of North Smithfield's original settlers are buried here; the old inscriptions are becoming illegible; some of the stones were never marked. *Peleg Arnold's Stone*, 3.85 m. (R), a milestone erected by Peleg Arnold

and now cemented into the wall of the Union Cemetery, is inscribed 'Fourteen miles to Providence . . . 1774.'

Harris Quarry, 9.4 m., in Lincoln township, now appears on the right as a ragged limestone wall rising above a pond made by the flooding of the old pit. The first shelf of the quarry is said to be some 35 feet below the water level, and the bottom much more. The quarry was first worked by Thomas Harris, a contemporary of Roger Williams, and one of the first settlers within the present township. The quarry has not been used for a long time, except as a convenient place in which to drop automobiles on which the owners would like to collect insurance.

Limerock Grange (not open), 9.6 m. (L), is a cream-colored building, a social center, that was once used as a toll-gate house. This section of Lincoln is known as *Limerock* because of its many limestone deposits. Farming is carried on in the fertile valleys between stone outcroppings. A majority of the residents are of native stock.

At 9.6 m. by the Grange is the junction with unpaved Great Rd.

1. Left 0.6 m. on this road to the small village of LIMEROCK (Lincoln Town), on the eastern edge of which is the *Eleazer Whipple House (private)* or Mowry Tavern. Although greatly altered, a portion of this structure dates back to 1684 or earlier. The newer, or eastern part, was built in 1825. The building appears now as a large two-and-one-half-story white frame farmhouse, in poor repair. It was once the tavern of Jeremiah Mowry; an inn license was granted to the hostelry in 1747.

2. Right from the Grange to a crossroad, 1.3 m., and right again is the *Mowry-Smith House (private)*, 1.6 m., a fine Colonial relic now isolated in sparsely settled country, standing in a run-down farm, with old apple trees in the front yard. This house is a more sophisticated variation of the local two-and-a-half-story type of frame dwelling — the plan is deeper and more pretentious, yet the characteristically 'linteled' windows with their 24 panes give a sense of fine scale to the symmetrical façade. The entrance portal with its fluted pilasters and pediment is executed with unusual restraint.

At 9.9 m. (R), opposite the end of Sherman Ave., is the *Aldrich House (private)*, built about 1750, and much like the Mowry-Smith House. It is a charmingly proportioned clapboarded house of the usual five-bay, two-and-a-half-story type with central chimney. The detail of the entrance portal is particularly notable. Its dark four-paneled door, trimmed with a simple architrave and topped with a five-light transom, is flanked by fluted Doric pilasters; the whole is surmounted by a finely dentiled cornice and pediment. The caps of the pilasters are designed without the usual necking and necking moulding.

At 11.3 m. is the junction with Breakneck Hill Rd. (see *Tour 4A*).

State 146 passes at 12.4 m. the State Police Barracks behind which is *Olney Pond*, a part of the *Lincoln Woods Reservation* (see *Tour 4A*).

At 13.2 m. State 146 as Charles St. passes between a group of small stores and cheap lodgings in North Providence (see *Tour 11*).

Except for a short detour because of one-way traffic Charles St. continues into Providence to the junction with Smith St., US 1 (see *Tour 1*).

PROVIDENCE (alt. 12; pop. 252,981), 17.3 m., State Capital, jewelry manufacturing center, port (see *PROVIDENCE*).

T O U R 4 A : From JUNCTION WITH STATE 146 and BREAKNECK HILL RD. (*Lincoln Township*) to JUNCTION WITH US 1 (*in Providence*), 6.7 m.

Via Saylesville and Pawtucket.

Hard-surfaced road, but narrow and crooked.

THIS route runs through the historically interesting section of southern Lincoln Township.

Left from State 146, Breakneck Hill Rd. belies its name as it dips downward very gradually eastward toward the Blackstone River.

At 0.8 m. is an intersection with Quinsnicket Rd.

Right on Quinsnicket Rd. through *Lincoln Woods Reservation*, a unit in the State park system offering extensive recreational facilities. The park surrounds *Olney Pond*, 110 acres in extent, and includes over 600 acres of rock-strewn wooded hills through which wind over 10 miles of improved road and 10 miles of bridle paths. The reservation was officially named on Abraham Lincoln's birthday in 1909. It has more than 50 fireplaces for the use of picnic parties, several camp sites on the east side of Olney Pond, and a large recreation field.

Also within the park limits are several old houses and historic sites. The *Richard Comstock House* is near Lincoln Rd. near the east end of the Reservation, overlooking Barney's Pond. This house was built in 1743 and has been kept in good condition. *Druid Circle* on the west side of Quinsnicket Rd. originally comprised seven large rocks in circular formation, the appearance of which has been rendered less effective by recent blasting and road work. The original purpose of this circle is doubtful; perhaps it was an Indian ceremonial site. *Fireplace House* is just west of the Comstock House. It is in 17th-century style, but of recent reconstruction, and is used as a picnic house. It contains a small brick fireplace beside a much larger one, the former possibly having been used in early days for the drying of flax. *Goat Rock*, west of Table Rock Hill Rd., is a large rock formation jutting out of the ground about 20 feet. It is said that the rock is so named because a goat belonging to one of the near-by Arnold families once strayed here and became lodged, with fatal results, in a crack in the rock. *Pulpit Rock*, south of Granite Ledge Rd., is at the end of a natural amphitheater in a glen. King Philip is said to have addressed his warriors from this rock (*see Indians*).

At 1.1 m. Breakneck Hill Rd. crosses the *Moshassuck River*, which provided water-power for the Lincoln mills before the days of steam, and is now a good trout stream. The river also contributes to the scenic beauty of the town as it tumbles over many small waterfalls, really old dams erected for the mills, but now overgrown with vines and mosses so that they appear to be a part of the natural landscape.

Near the Moshassuck River bridge, is the junction with Great Rd.

Left on Great Rd. past *Butterfly Pond* (L), is the junction with Dexter Rock Rd., at 0.4 m. At the junction, on a hillock, is a little private cemetery. Right from the junction, Dexter Rock Rd. leads uphill 0.5 m. through a rough but attractive countryside to the *Dexter Ledge Limestone Quarry* (*open*). The pit of the quarry (R) is about 800 feet long, 300 feet wide, and 115 feet deep. The kilns now in use in this plant have been operating since 1902; they are usually wood-fired, and one firing takes seven days.

At about 0.7 m. on Great Rd. is the *Captain John Jencks House* (R), a small one-story frame house with an attic. The east end was built about 1770, and the west end about 1800. It is said that in this house was held the first school of the district.

East of the junction with Great Rd., Breakneck Hill Rd. is united with Great Rd., and runs eastward, passing (R) the *Butterfly Factory*, 1.1 m. (*not open*), a plain, rugged, rectangular building of field-stone with a bell-tower. A wooden ell has been added to the west end. The factory is so named because of the curious appearance made by colored stones placed in the front wall near the east end. The bell that hung in the tower is said to have borne an inscription stating that Peter Seest made it at Amsterdam in 1263. The bell was reputed to have hung later in an English convent, and to have been on the British frigate 'Guerrière' at the time of its capture by Captain Isaac Hull in 1812. This wandering bell has become a legend, since it disappeared about 1891. The factory was built about 1811 as a textile mill; it was later used as a distillery, then a printworks, and a shop for the manufacture of worsted braids and yarns. It is now a riding academy stable.

Hearthside. (*not open*), 1.2 m. (L), was built, tradition relates, about 1811 for Stephen H. Smith from his proceeds in the Louisiana Lottery. Smith designed the house for his fiancée, who refused to marry him when the cost of the building left him impoverished. It is an unusual stone house with white trim, almost square in plan, with a gable roof, and a small addition adjoining the rear. A special feature of the house is the side walls which rise to a beautifully curved coping above a circular attic window. On the front is a portico reminiscent of southern Colonial mansions, two stories in height, supported by four square columns, and surmounted by a paneled parapet rail. The main entrance under the portico is enhanced by an elliptical arch. This beautiful doorway has paneled reveals and side-lights. The curve of the parapet on the side walls is recalled in a dormer above the portico as well as in the porch to the side entrance. The house has a stately appearance, and the contrast in color of the stonework with the white trim, gives a sharp, pleasing effect.

Moffett Mill (*not open*), 1.5 m. (L), near another small bridge over the Moshassuck River, is a frame building on a stone foundation constructed about 1812. It was first used as a machine shop, then as a box shop, dyeing mill, and manufactory of shoe laces and braid. It came into the hands of the Moffett family about 1853, three generations of whom were wheelwrights. The now dismantled and vacant mill belongs to the Moffett estate.

Opposite the mill, on a hill overlooking the road, is (R) the *Israel Arnold House* (*not open*), a two-and-one-half-story building, with a gambrel-roofed ell (the original one-room house) erected before 1700. In the ell is a huge fireplace, 12 feet wide by 4 feet deep, where the family cooking was done. It is said that logs for the great fireplace used to be hauled into the house by horses or oxen. The present occupants of the house have a large collection of old furniture, lanterns, and guns.

At 1.8 m. is the *Eleazer Arnold Tavern* (L), or Old Stone Chimney House (*open 9 to 5 weekdays, upon arrangement with Mr. A. J. Bucklin, Town Hall, Lonsdale, or with Mrs. P. F. Hodgkins who lives in the house to the rear*). This house, the best preserved 17th-century structure in the State, was built in 1687 and recently restored by the Society for the Preservation of New England Antiquities. It was once a fine mansion where Arnold kept a tavern, with an old bed to accommodate Indians, and where he also held court. The most remarkable feature of the house is its enormous stone chimney. The doorway, with a simple cornice and architrave, is set off-center and there is no window above the door. This house, although greatly changed by the addition of various lean-tos and later by a full story on the right side, is the best preserved 17th-century structure in the State. In the attic can be seen the framing of a steep-front gable which was not replaced when the last restoration was made.

Great Rd. bears right at Sherman's Corner near the Arnold Tavern, and at 2 m. intersects River Rd. opposite the *Friends Meeting-House* (*open on application to caretaker three houses north*) on the right. The ell of this old church dates from 1703, the main part of the building from 1745. It is a plain, wooden structure built from hand-hewn timbers mortised together with pegs. The land plot includes a small graveyard, and a stone used by Colonial women to mount their pillions.

Left about 1 m. on River Rd. to the old *Blackstone Canal* (R); the canal, at one time extended from Worcester to Providence; only part remains. At 569 River Rd. is the *Spaulding House* (*not open*), a large white structure, rectangular in plan. The main house is two stories high, gabled-roofed, with two chimneys rising from the apex. The door near the center is bound on both sides by two pilasters surmounted by a classic entablature and pediment. One of 19th-century Spauldings plied boats on the Blackstone Canal, and used to tie up for the night at the edge of the canal basin just behind the house and the old *Town Farm* nearby.

Near the Meeting-House old Great Rd. becomes Smithfield Ave. in the village of Saylesville, a residential area for many workers employed in the textile mills of Lonsdale which is a little to the northeast (L), and the governmental center for the township of Lincoln (*see Tour 4C*). On Smithfield Ave. are *Barney's Pond*, 2.2 m. (R), and *Sayles Pond*, 2.4 m. (L), where gaily clad children skate in wintertime.

At 3.1 m. is the junction with Parker St.

Right 0.4 m. on this street is the *Mathurin Ballou House* (*not open*), built in 1710 and later reconstructed, simple in style, with a heavy wood lintel overhanging the doorways to give protection from the weather; the windows are irregularly spaced, as if very often the case to fulfil the practical considerations of the interior.

Smithfield Ave. traverses a section of small tenement houses on the outskirts of Pawtucket (*see PAWTUCKET*), passes at 4.5 m. *People's Park* (L), and 4.8 m. *Saint Francis Cemetery* (L), and at 6.1 m. meets Branch Ave. in Providence.

Bear left on Branch Ave. to the junction at 6.7 m. with North Main St., US 1 (*see Tour 1, and PROVIDENCE*).

T O U R 4 B : *From* WOONSOCKET *to* JUNCTION WITH
US 44 (*North Providence*), 12.6 m., State 104.

Via Georgiaville.

Good surfaced roadbed, mostly three lanes wide.

STATE 104 follows Main St. in Woonsocket west from the junction with State 122 (*see Tour 4C*) in Depot Square, running through the business and shopping center of the city.

Market Square, 0.2 m., is near the oldest section of the city; it was in this neighborhood that the first textile mills were erected about 1810. The buildings still visible, though timeworn, are of the second or third generation of factory development.

Right of the bridge, 0.3 m., over the Blackstone River is *Woonsocket Falls*. From this point South Main St. bears uphill through what is known as the Globe section of the city, passing (L) the *Woonsocket State Armory* and the *Globe Congregational Church*.

At 0.65 m. State 104 turns left on Providence St.

The *John Arnold House*, 0.7 m. (R), built in 1712, has been so remodeled that it does not appear to be a Colonial structure; the *Willing Vose House* (*see WOONSOCKET*), 0.8 m. (L), is not as old as the Arnold House, but is in a poorer state of repair.

At 1.4 m. is the junction with State 146 (*see Tour 4*). South of the intersection State 104 follows the Farnum Pike, and for about 3 miles the countryside is rolling and attractively wooded.

The *Ananias Mowry House* (*private*) (L), 3.2 m., is a plain, well-preserved two-and-one-half-story frame structure with gable roof and central chimney (about 1700). The clapboarded exterior is painted yellow with green trim and there is an old well-sweep in the back yard. The place is occupied by Dr. George R. Smith, a descendant of the original builder. Many Mowrys were among the early settlers of Rhode Island Colony, and the family name is still prominent in the State.

Old Yellow Tavern (*private*) (R), 7 m., is a severely plain two-and-one-half-story clapboarded structure with gable roof and central brick chimney. The windows and doors are asymmetrically disposed. This old tavern, still yellow in color though weather-beaten, is sometimes called the Halfway House because it is about halfway between Woonsocket and Providence. The tavern, built about 1740, was probably much smaller than is the present structure; it has also been used as a probate court, as a school, and as a tollgate house. As in other taverns, not much pains were taken with the interior, the object having been solid construction with large fireplaces, and ample cooking facilities.

At 7 m. is the junction with unpaved Brayton Rd.

Left 0.2 m. on Brayton Rd. is the junction with John Mowry Rd.; right here to the *Captain Joseph Mowry House* (L), 0.3 m., a two-and-one-half-story clapboard structure with a one-story lean-to. Two brick chimneys rise from the ends of the gable roof; the house has two plain entrance doors. There is a cell-like compartment once used as slave quarters in the cellar of this old house (1701), and a well-sweep in the front yard.

At 0.6 m. (L) is the *Smithfield Airport*, an emergency landing field.

Stillwater Reservoir comes into view (R) at about 7.5 m.

At 8.2 m. is the junction with the Washington Highway which, when the Ashton viaduct over the Blackstone River (see *Tour 4C*), is completed, will make an important northeast to southwest route through the State.

Left a few rods, across the Stillwater Viaduct, is *Washington Park*, a small picnic grove with tables and fireplaces.

At 8.5 m. is the junction with Capron Rd. (also called Andrews Rd.).

Left on Capron Rd. is at 0.5 m. the *William P. Steere House* (L), a two-and-one-half-story clapboarded structure with gable roof and central chimney (about 1825). The entrance has a white paneled door, flanked by fluted pilasters and surmounted by a pediment and a decorative fan-light. The first-floor windows are crowned with plain lintels. The house was originally on a 500-acre farm from which produce was shipped to Providence and Boston.

At 0.9 m. on Capron Rd. is the junction with Stillwater Rd.

1. Left from the intersection is the center of the village of STILLWATER (alt. 300; Smithfield town), 1.4 m. The village houses are well scattered over the surrounding countryside, and many of the older ones lie to the south. In the center is the *Lister Worsted Company Plant* (*Display Room open*), employing about 125 workers, which makes yarns.

2. Right a few yards on Stillwater Rd. from the intersection is the weather-beaten yellow *Appleby House* (R), built in 1736. This bulky two-and-one-half-story house, on a charming site overlooking the Woonasquatucket River, has a gable roof and central chimney. The most distinctive features of the main structure are the square plan and the gabled front. The ceilings are very low.

At 1.7 m. on Stillwater Rd. is the junction with Harris Rd.; left on the latter a few yards is (L) the *Ainsell Angell House* (1780), a large two-and-one-half-story frame structure now a tenement house. The building has many hand-hewn beams and wrought-iron latches. The design of the fan-light over the front door is similar to that of the Steere House. The delicate festooned ornaments of the fan-lights are executed in lead and the scroll keyblock over this doorway is sharply emphasized by being painted darker than the trim.

On Harris Rd. at 1.9 m. is the junction with the Douglas Pike; a few yards south (R) of the intersection is (R) the *Daniel Angell Tavern* (about 1800), a two-and-a-half-story frame building. Now a private residence, this old tavern, with a large tap room and dance hall, served as a public meeting hall for the inhabitants of Stillwater.

At 9.6 m. on State 104 is (L) the *Noah Farnum Homestead*, now called the Baker Farm; it is at the end of a short lane, some 400 feet from the highway. This two-and-a-half-story frame structure, painted white with pale green trim and shutters, was built in 1760 by the son of John Farnum who came to Smithfield in 1755 from Uxbridge, Massachusetts. The Farnums conducted a flourishing blacksmith business; the place is now a dairy farm.

At 10.1 *m.* is the junction with paved Old Village Rd.

Left 0.3 *m.* on the Old Village Rd. is the *Old Baptist Church* (L), a stone structure in English Gothic design, built in 1856 by the Georgiaville Evangelical Society on land donated by Zachariah Allen. It has not been used as a place of worship since 1907, and was recently remodeled for a bowling alley.

Near the Baptist Church is (R) the rear of the *Old Belfry Stone Mill*, the original mill (1813) built by the Georgia Cotton Manufacturing Company at an 18-foot fall in the Woonasquatucket River. The bell and belfry are still in place on this old textile mill, which is being remodeled (1937) for a macaroni factory.

On Whipple Rd. opposite the front of the stone mill is the *John Whipple House*, built in 1752 by Thomas Owen, one of the first settlers in Georgiaville. On the front lawn of this two-and-one-half-story, gray frame structure, is a beautiful button-wood tree.

At 10.3 *m.* on State 104 is the small village of GEORGIAVILLE (alt. 300, town pop. 3967), the government center of the town of Smithfield, that was probably named for the many Smiths among the early settlers. It was incorporated as a town in 1731, at the time including the present townships of Lincoln, North Smithfield, and part of Woonsocket. Farming is a profitable occupation in Smithfield, apples, milk, and poultry being sold commercially. Until the advent of manufacturing almost all the inhabitants of Smithfield were of English or American stock; the present population includes numbers of French-Canadians, Irish, Italians, and Portuguese.

Georgiaville developed as a definite village in the 19th century through the Woonasquatucket Valley textile business; it was named for the plant of the Georgia Cotton Manufacturing Company built in 1813.

The *Old Toll Gate House*, 10.4 *m.* (R), at the foot of a small decline, is a small one-story frame structure of five rooms, built in 1840 by Caleb Farnum, a descendant of the Farnums who built the pike still bearing their name.

At 10.9 *m.* is the junction with Esmond St., in the village of ESMOND (alt. 110, Smithfield town); the center of the village is about 0.5 mile right of State 104.

At the junction with Esmond St. is (L) the *Major William Smith House* (visited by permission of Esmond Mills), a large two-and-a-half-story house, built early in 1703 by the Major, one of the first settlers in the village. His extensive landholdings included the site of the modern Esmond Mills. A rear ell of the old house is now used as a State Police Barracks. The main house, with gable roof and end chimneys, has a paneled door with side-lights, surmounted by an elliptical moulding.

On Esmond St. near the village center is the old *Allenville Mill*, a two-and-a-half-story stone building with gable roof, now housing the Esmond Post Office. Governor Philip Allen (1851-53) built this mill in 1813; it is the only remaining part of a group of early textile factories. The offices of the *Esmond Mills* (est. 1907) (*Display Room open*) are across the street; this plant, employing nearly a thousand workers, manufactures the well-known Esmond blankets.

The Smithfield–North Providence boundary line is at 11.7 *m.*

At about 12 *m.* is GREYSTONE (North Providence Town); the *Grey-stone Mills* of the Joseph Benn Corporation (mohair and alpaca) are right of State 104.

At 12.6 *m.* is the junction with US 44 (*see Tour 11*) about 4 miles west of Providence.

T O U R 4 C : *From* MASSACHUSETTS LINE (*Worcester*) to PROVIDENCE, 14.2 *m.*, State 122.

Via Woonsocket, Berkeley, Central Falls.

Good hard-surfaced roadbed, mostly three lanes wide.

OF THE several routes that run between Woonsocket and Providence, this one, though direct, is not recommended from a scenic point of view; it runs through several busy but rather unattractive mill villages.

State 122 crosses the Massachusetts Line 25 miles southeast of Worcester, Massachusetts, and follows Harris Ave., at the northern edge of the City of Woonsocket, through which it runs for about 3 miles.

Cold Spring Park, 0.3 *m.* (R), falls sharply and unevenly down to the Blackstone River. This park is visited for the cool restfulness of its pine groves, and the excellent spring from which it takes its name.

At *Pulaski Square*, 0.6 *m.*, named for the Polish officer who took part in the American Revolution, State 122 swings left on Blackstone St.

Saint Michael's Ukrainian Orthodox Church, 0.65 *m.* (R), is noticeable for its three onion-shaped domes; one crowning an arcaded belfry above the entrance vestibule, and two smaller ones which serve as curious finials on top of the front corner piers.

Monument Square is at 1 *m.*, in the center of which stands the Soldiers' Monument erected in 1870 to the Civil War dead. Bear right on Main Street.

At *Depot Square*, 1.2 *m.*, State 122 turns left on Court St., crossing the Blackstone River.

Straight ahead from Depot Square on Main St. is an alternate route to Providence via the Farnum Pike (*see Tour 4B*).

From the bridge a remnant of the old *Blackstone Canal*, paralleling the river on the Main St. side of the bridge, is visible (R and L). This little strip of water, now called Clinton Pond, has not been used for its original purpose since the 1840's.

WOONSOCKET (alt. 122, pop. 49,376, inc. 1888), 1.2 m., a wool-manufacturing city (see WOONSOCKET).

Points of Interest: Precious Blood Church, Harris Institute Library, Holy Family Church, Willing Vose House.

At *Court Square*, 1.3 m., left in front of the Court House, then right, passing *Saint James Episcopal Church* (L), a large frame structure with two bell-towers.

At 1.4 m. State 122, now on Hamlet Ave., passes the rear of the red-brick *Church of the Precious Blood* (R), which contains mural portraits of the French Jesuit martyrs in early America. Adjoining the church is *Sacred Heart College*, a French Roman Catholic school for boys.

At 1.8 m. are two of the city's large textile mills.

At 2.2 m., State 122 turns right on Cumberland St., running through the southeastern part of Woonsocket, a residential area of small houses built on high ground, nearly treeless, overlooking the Blackstone River Valley (R).

Cook's Hill (Cumberland Town), 4 m., was named for a family of early settlers called Cook or Cooke; from it is an extensive view of the Blackstone Valley and its many mill villages (R).

At 4.6 m. is the junction with West Wrentham Rd. (paved only a short distance from State 122).

Left on this road is an historically interesting section of northern Cumberland. At 0.3 m. (R) is seen *Copper Mine Hill* (alt. 400). No less than 50 holes have been counted in this hill and it is estimated that over a half million dollars has been spent here in an unprofitable search for ore.

Duel Hollow, 1.1 m. (R), near the road, is a small dell overgrown by brush and scrub oak. In 1833 two Boston men fought a duel here, one wounding the other in the knee.

Right at 1.3 m. is Tower Hill Rd., which runs just south of *Beacon Pole Hill* (alt. 556), the highest elevation in Cumberland. On the top of this hill was a Revolutionary beacon to warn the colonists of the approach of the British. A pole about 80 feet high was erected, carrying an iron kettle in which tar could be burned. This hill is also called Tower Hill for the Tower family that once owned the surrounding tract of land.

At 2.4 m. on Tower Hill Rd. is the junction with State 114 (see Tour 5).

At 2 m. on West Wrentham Rd. is the junction with Elder Ballou Meeting-House Rd.; left here 0.1 m. to *Iron Mine Hill* (L), from which ore was taken in Colonial times and carted south to Albion for manufacture into cannon. Some of the ore from this outcropping was carried as far south as Block Island by glacial action.

At 0.2 m. on Meeting-House Rd. is the *Elder Ballou Meeting-House* (not open) (R), erected in 1740. The house is a plain two-and-one-half-story shingled structure, with gable roof, and one brick chimney a little right off the center. There are but four small windows in the front wall; the entrance door is undecorated. Services have not been held here for some time. The Ballous were the earliest settlers in this part of Cumberland.

The village of CUMBERLAND HILL (alt. 330, Cumberland Town), 4.8 m., once called Dog Hill, was formerly the seat of the town government, transferred in 1868 to Valley Falls. The Cook and Whipple families were early settlers in this part of Cumberland, and many of their descendants still reside in the township.

In the center of the village is (L) the *Amos Cook House* (about 1820), a large two-story frame structure, designed in the Greek Revival style, with four Doric columns supporting a pedimented portico, in which is an arched window. The door is surmounted by an entablature resting on paneled pilasters. In one of the rooms on the second floor is a brick oven. At one time the building housed the Cumberland Bank, chartered in 1823.

Near the Cook House is (L) the *St. Joan of Arc Church* (R.C.), a small frame structure with stained-glass windows, and with gilt crosses over the front door.

Right from the center on Manville Hill Rd. to *St. Mary's Greek Orthodox Church*, on a hillside (L) 0.4 m., a small, one-and-one-half-story red-brick building, with stained-glass windows (1908).

At 0.8 m. on the banks of the Blackstone River is the village of MANVILLE (alt. 149, Lincoln Town), where is a plant of the Manville Jenckes Corporation, makers of cotton and rayon goods, employing nearly 2000 persons. The Contrexville Manufacturing Company makes cotton plushes and silk dress goods. In this village was formerly the Unity Furnace, erected about 1711, for the manufacture of hollow-ware. The owner of this furnace, Israel Wilkinson, was also a firearms expert.

The *Fiske Homestead* (R), 6.1 m., is a two-and-one-half-story frame structure with a four-story tower on the rear from which the Colonial owner watched his slaves at work on the farm. Built about 1752, the house originally had eight fireplaces, a Dutch oven, and a spiral staircase around the kitchen chimney. The entrance is flanked by pilasters, and has a pedimented heading.

At 7 m. is the junction with Albion Rd.

Right 1 m. on this road is the village of ALBION (alt. 130), one of the several manufacturing centers in the Blackstone Valley that have made Cumberland township noted for textiles. In Albion is a plant of the Berkshire Fine Spinning Associates, Inc. The mill population, as is also the case in Manville, is predominately French-Canadian.

ASHTON (alt. 120, Cumberland Town), 8 m., is another mill village; one of the plants of the Lonsdale Company (cotton goods) is situated here.

Left of State 122 in the village is the *Ashton Library*, housed in a front ell that was added (about 1871) to an older building that was at one time St. John's Episcopal Church. The older part of the library is still used by the church as a parish house.

The *Halfway House* (*private*) or Ballou Tavern (about 1747), just south of the village center and right, is a two-and-a-half-story shingled house with a central chimney. The paneled entrance door is painted in contrasting colors, and surmounted by a pediment in which is an arched fanlight. The windows are surmounted by wooden lintels.

Left from the village center on the Washington Highway, 1.1 m., is (L) the 600-acre *Estate of the Late Henry F. Lippitt* (1856-1933), U.S. Senator from Rhode Island 1911-17, and President of the N.E. Cotton Manufacturers Ass'n in 1889. The estate is being converted into a summer community with cottages, a clubhouse, and a theater.

BERKELEY (alt. 130, Cumberland Town), 8.8 *m.*, was named for Dean George Berkeley who visited Rhode Island about the middle of the 18th century (*see Tour 6*). It is a manufacturing town, containing one of the textile plants of the Lonsdale Company. Before dams were built on the Blackstone River in the 19th century, salmon were plentiful here and formed a staple article in the diet of the villagers.

At 9.9 *m.* State 122 becomes Lonsdale Ave. in the village of Lonsdale, part of which lies in Cumberland and part in Lincoln township (*see Tour 5* for the Cumberland section).

At 10.3 *m.* the Whipple Bridge over the Blackstone River connects Cumberland with southern Lincoln.

LONSDALE (alt. 100, town pop. 10,412), 10.6 *m.*, a closely built mill village contains a textile plant of the Lonsdale Company, and a large bakery distributing its products over nearly the entire State. Manufacturing began in the village in 1829; bleaching and dyeing of textiles was started in 1886. Eddie Dowling, actor, lived in Lonsdale as a boy; he went on the stage at the Providence Opera House in 1909. The village is the seat of government for Lincoln township, which was incorporated in 1871 and named for President Abraham Lincoln.

CENTRAL FALLS (alt. 30, city pop. 25,898, inc. 1895), 11.9 *m.*, is only one mile square (*see Tour 5*).

Just north of the center, State 122 passes the *Moshassuck Cemetery* (R), the scene of conflict between the National Guard and textile strikers in 1934, in which two deaths and several injuries occurred (*see Labor*).

Saint Mathieu's Church, 11.9 *m.* (L), is a large stone edifice of English Gothic design (1928). The principal façade is dominated by a square buttressed tower with traceried belfry and crowning pinnacles. The entrance with its four doorways motif is in the form of a slightly projecting, arcaded portico. Above the portico is a large Tudor arched window with a delicate-traceried rosette inserted near the top. Crowning the front gable end is a large stone cross. The stained-glass windows in the church depict the story of Christ, and figures of the Apostles. The pastor, Monseigneur Laliberté, is an officer of the French Academy, an honor bestowed upon him in recognition of his endeavors in spreading French culture in America.

Between 12.3 *m.* and 14.2 *m.* State 122 runs through the west central part of PAWTUCKET (alt. 25; city pop. 77,149), a textile manufacturing city (*see PAWTUCKET*).

The route passes (L) the *J. and P. Coats Company Plant*, one of the largest thread manufacturing concerns in the country, and at 13.8 *m.* (R) the *Hope Webbing Company Plant*, which produces narrow fabrics.

At 14.2 *m.* near the old *Pidge Tavern* (L) is the Pawtucket-Providence boundary line and also the junction with US 1 (*see Tour 1*), about 2 miles north of the center of the city of Providence.

T O U R 5 : *From MASSACHUSETTS LINE (Wrentham) to NEWPORT, 43.2 m. State 11 and State 114.*

Via Valley Falls, East Providence, Barrington, Bristol, Middletown.

Good hard-surfaced roadbed, mostly three-lane.

Toll bridge between Bristol and Portsmouth; auto fare 60¢.

Between East Providence and Bristol the route is roughly paralleled by the gas-electric Consolidated Line of the N.Y., N.H. & H. R.R.

Accommodations excellent in Newport, limited elsewhere.

THE northern section of this route goes through the western or agricultural part of Cumberland, then passes through the metropolitan and manufacturing areas of the townships of Central Falls and Pawtucket. South of East Providence the route returns to a sparsely settled area, passing through the attractive countryside of Barrington and the picturesque town of Bristol. South of Bristol the route crosses Mount Hope Bridge onto the Island of Rhode Island, passing through Portsmouth, the site of the only large Revolutionary War battle fought in this State, and then to the charming old city of Newport, an important seaport in Colonial days, and at present the site of Fort Adams, the U.S. Naval Training Station, and of many magnificent summer estates.

State 11 crosses the Rhode Island line 6 miles south of Wrentham, Massachusetts, and slopes gradually downhill passing at 0.3 m. the most attractive bit of natural scenery preserved in the township, the grounds of the *Woonsocket Sportsman's Club*, surrounding Bowen's Pond (R).

In the hamlet of GRANT'S MILL (alt. 220, Cumberland Town), 1 m., is the junction with State 114; left here on State 114.

At 1.7 m. on State 114 is the junction with unpaved Tower Hill Rd., also called Copper Mine Hill Rd.

Right here to the *Follett House*, 1.2 m., a rectangular two-and-one-half-story frame structure with gable roof; the paneled door is flanked by side-lights and surmounted by an entablature resting on pilasters. Surrounded by numerous large elm and locust trees that grow along the road and on the large well-kept lawn, the house is occupied by Emma Follett, daughter of Horace A. Follett who was judge in the Cumberland Courts for many years until his death in 1913.

Diamond Hill (alt. 460) rising abruptly left at 1.8 m., with a steep and rocky western face, is in the *Diamond Hill Forest Park Reservation*, a popular recreational area half covered with hardwoods and conifers. The hill is heavily veined with quartz and it takes its name from the milky or clear crystals; red masses of jasper and, occasionally, good specimens of betryoidal limonite and barite are found here.

One ski-slide, 60 feet wide and 865 feet long, has beside it a children's slide, 10 feet wide and 230 feet long. From the field a 6-foot path winds

to the summit (alt. 350) of this main slide, where are a shelter and two fireplaces; from this summit another slide, 1530 feet long, runs to the top of the hill. At the top are another shelter and three more fireplaces.

At 2.2 m. is the junction with paved Reservoir Rd.

Left on Reservoir Rd., which, for about 1 mile, runs between *Diamond Hill* and *Arnold's Mills Reservoirs*, part of the water supply system of the city of Pawtucket, around which are pleasant bits of wooded scenery.

At 2.6 m. is the small village of DIAMOND HILL (alt. 180, Cumberland Town); just south of its center is the junction with Sneece Pond Rd.

Left about 0.5 m. on this road is the village of ARNOLD'S MILLS (alt. 140, Cumberland Town) named for the Arnold family, among its first settlers. It is now a farming community with no manufacturing and a shop built in 1825 for the making of cotton machinery and spinning frames is now used as a grain store. In the village is an old *Quaker Meeting-House*, now a dwelling. The meeting-house was unusual in having a circular hole cut in the floor of the upper story, through which the preacher on the floor below could be both heard and seen. In Arnold's Mills is held the annual summer clambake of the Cumberland Detective Society, now a social club, founded over a century ago as a protection against livestock thieves.

For a short distance State 114 here passes through a more attractive countryside than is common to this part of the State, much of which is flat in character.

The *Cistercian Monastery*, Our Lady of the Valley (*adm. only by special permission*), 6.4 m. (R), is one of three Cistercian monasteries in the United States. The monastery designed in the Gothic style is constructed of stone with an octagonal tower topped by a spire. Adjoining the church is a dormitory.

The monastery was founded in 1900 by Dom John Murphy and six members of the community of Petit Clairvaux in Nova Scotia. Dom Murphy died in 1913 and was succeeded by the present Prior, John M. O'Connor.

The monks must earn their livelihood on the monastery's large farm and dairy by their own labor. A rule of perpetual silence among the members is enforced, a few conventional signs being used for necessary communications; the monks may, however, speak to their superiors and sometimes to others doing special work. Their day is rigorously scheduled; they are allowed seven hours' sleep, between 7 P.M. and 2 A.M. In the summer months they retire an hour later and are allowed an hour at midday for a siesta. The monks sleep in their habits on straw mattresses in a dormitory partitioned into separate cells. Their diet consists of bread, vegetables and fruits of all kinds, cereals, and the products of the dairy. Meat, fish, and eggs are served only to the sick or feeble.

Annually on Holy Thursday the feet of some poor persons, usually children, are washed ceremonially in commemoration of Jesus' washing of the feet of the disciples the night before he died.

On the 500-acre grounds is *Nine Men's Misery*, a grave in Camp Swamp, about 0.5 mile north of the Monastery Chapel. It is here that the bodies

of nine Colonial soldiers were found after Captain Pierce's fight near Central Falls in March, 1676. The skulls of two of the victims are preserved in the Historical Society's museum in Providence (*see PROVIDENCE*).

At 7.4 m. is VALLEY FALLS (alt. 80, town pop. 10,304), an industrial village, and the center of government for Cumberland Township, which was formerly a part of Rehoboth, Massachusetts, and was sometimes called the Attleboro Gore. It was annexed to Rhode Island in 1746, and on being incorporated as a town the year following was named for the Duke of Cumberland. While the villages along the western boundary (*see Tour 4C*) are noted for the manufacture of cotton, worsted, silk, and rayon goods, bolts, nuts, and wire products, the eastern section of the township is agricultural. Its fields offer interesting trips to students of geology because of numerous ledges with veins of various ores. The first industries were established in the late 17th century, during the reign of Charles II, one of the early shops manufacturing hollow-ware for kitchen utensils. The spinning of cotton yarn was begun in 1807. Free public schools were opened in 1802.

The population, as is true of most other Rhode Island towns, is cosmopolitan, including considerable numbers of French-Canadians, Poles, Irish, Portuguese, and smaller proportions of some 20 other racial stocks. The townspeople support a great number of patriotic societies, fraternal organizations, and other clubs, many of which were established by the foreign-born residents.

The village of Valley Falls has for some time had a variety of manufactures. There was a cotton mill here, built by William Harris, as early as 1810. In the second half of the 19th century, when horses provided the chief power for overland hauling, the village contained the shop of the very flourishing Rhode Island Horseshoe Company. In Valley Falls was also the repair shop for the Providence-Worcester railroad. Some coal was found in the environs in 1848, which resulted in the founding of the Blackstone Coal Mining Company. Since the coal was graphitic in character the business did not pay well, though some operations were carried on until the end of the century; in 1936, during the Blackstone River flood some of the old coal shafts caved in. State 114 traverses an unattractive part of the village, passing through narrow streets with flats and small stores.

Catholic Oak, 8 m. (R) in the center of the street at the intersection of Broad and Mill Sts., is encircled by an iron fence. Under this tree, now hardly more than a weather-beaten stump, the Rev. James Cook Richmond, of the Episcopal Church, held open-air services from 1843 to 1847, preaching to large audiences of many sects — hence the name. On his return to this country in 1851, after a trip to England, he preached here again. A local poet, writing of the oak, reminded:

The fabled gods of days of yore
Were worshipped in the breeze,
And Druid altars rose among
The Briton's sacred trees.

At this point is (R) the *Ann and Hope Mill*, a brick building erected in 1886 as one of the Lonsdale Company units; the mill was named for the wives of the partners of the old firm of Brown and Ives (see *PROVIDENCE*). Practically all the machinery in the old mill has now been scrapped or transferred elsewhere.

In front of the mill is the *William Blackstone Monument*, erected in 1889 very near the grave of William Blackstone, the first white settler in what is now the State of Rhode Island, though he took no part in the founding of the Colony (see *History*). Blackstone was born in England near the end of the 16th century. He was graduated from Cambridge University, was ordained an Anglican clergyman, and came to Massachusetts in 1623. After several years residence on the site of present-day Boston, he came here in 1635, calling his new home Study Hall. Though somewhat of a recluse, he occasionally visited Roger Williams's settlement at Providence. Blackstone died in May, 1675, just before the outbreak of King Philip's War which laid his home in ashes; his library of some 186 volumes was also destroyed. A few apple trees, supposed to have been descended from Blackstone's original orchard, were still standing in the vicinity as late as 1836. Blackstone is said to have planted the first orchard in Rhode Island and also the first one in Massachusetts, and, according to tradition, he rode about the countryside on a cream-colored bull, carrying apples in his pockets to give children.

Saint Patrick's Church, 8.6 m. (L), is undergoing reconstruction (1937); though designed in the Gothic style, it was built of wood, and is now being given a veneer of stone blocks. It has over 20 stained-glass windows.

The Broad Street Bridge, 9.1 m., crosses the Blackstone River. *Valley Falls Pond* is right, and left is the district called HAPPY HOLLOW because of the boisterous character of its one-time residents.

CENTRAL FALLS (alt. 30, city pop. 25,898), 10 m., occupies an area of only 1.3 square miles along the shore of the Blackstone River on the northern boundary of the city of Pawtucket. The business center is about a mile above Pawtucket Falls; in fact, were it not for the line on the map and for certain local rivalries of long standing, it would be difficult to distinguish this thriving little city from its neighboring metropolis. From its earliest recorded times Central Falls has been an industrial community, one of several such that pushed up the Blackstone River from Pawtucket.

The city is very densely settled and 78 per cent of its people are either foreign-born or of foreign-born parentage; of this number, over 40 per cent are French-Canadians, the next largest group consisting of Irish, Scotch, and English.

In 1730, when the town of Smithfield was set apart from the town of Providence, the area now occupied by Central Falls was included in that territory. In 1790, a man named Wheat began the manufacture of chocolate here, and thereafter for some time the place was known simply as Chocolate Mill. In 1847, its present designation was forecast when the

General Assembly endowed it with a sort of corporate status by establishing the Central Falls Fire District. In 1871, a new division of territory was made, and Central Falls found itself within the bounds of the new town of Lincoln. The tax demands of so concentrated an area bore heavily on the people in the remoter parts of Lincoln and as a result of their objections, Central Falls was incorporated as a separate city in 1895.

In general, the development of the city has been almost identical with that of Pawtucket (*see PAWTUCKET*). In 1892, C. R. Caufield established here one of the first plants for electrolytic extraction of gold and silver from copper ore. At the present time, in addition to the manufacture of the textiles in several large mills, the *Corning Glass Works* (*not open to public*), 1193 Broad St., makes electric light bulbs, which are shipped elsewhere to be fitted with filaments. This plant is a branch of the Corning Glass Works of Corning, New York, which manufactures Steuben glassware, and also cast the lens for the telescope being constructed at the Lick Observatory in California; this telescope, when completed, will be the largest in the world.

A marker on High St. opposite the Wayposet Stadium indicates the *Site of Captain Pierce's Fight*, March 26, 1676, when Pierce's company was almost annihilated by Indians during King Philip's War.

Notre Dame Church (French R.C.), Broad and Fales Sts., is a buff-colored brick structure designed in the French Gothic style, with a large bell tower. It was built in 1927.

Jenks Park, entrance on Broad St. south of Notre Dame Church, comprises about 4 acres, and was given to the city in 1890 by Alvin F. Jenks, a descendant of Governor Joseph Jencks (1727-32). A memorial tower 70 feet high, situated in the center, with a four-faced clock, is visible for miles, and a guarded walk in the tower affords a splendid view of the surrounding country.

The *Adams Memorial Library* (*open*), Central St. near Broad St., is a memorial to Stephen Ludlow Adams, a lifelong resident of Central Falls, who left \$35,000 in his will for this purpose. The one-story brick building was opened in May 1900.

Between 10.3 and 12.5 *m.* State 114 runs through the center of the city of Pawtucket (*see PAWTUCKET*).

At 13.4 *m.* is the junction with paved Newport Ave.

Left about 0.5 *m.* on this avenue is the *Narragansett Race Track* (*open May-Nov. adm. \$1.00; pari-mutuel betting*).

RUMFORD (alt. 40, East Providence Town), 13.6 *m.*, is an attractive village of small residences.

The *Roger Williams Tree*, Roger Williams Ave., is indicated by a tablet relating that here Williams in 1636 established his first dwelling-place after his banishment from Massachusetts (*see History*). The spring supposed to have been used by him is near the tablet.

The *Bishop House* (*private*), Bishop Ave. near State 114, was built in

S U R F, S A I L, A N D T H E
G R E A T O U T D O O R S

TWO hundred and forty-six miles of coastline, two State forests, and forty-one State parks, most of which are equipped with fireplaces and picnic tables, make summertime relaxation easily available to Rhode Islanders and their guests. Those who enjoy battling with a swordfish, broiling steaks over an open fire, or tempering moderate exercise to health and the weather, will find made-to-order facilities for everything except mountain-climbing.

The pictures speak for themselves. The Cliff Walk at Newport is not only good for a 'constitutional,' but is usually crossed by a stout breeze against which landlocked sea-lovers can lean on blowy days. The race track affords everything from esthetic contemplation of pedigreed horse flesh to the violent emotion of watching one's investments being nosed out. The figurehead of the 'Aloha' suggests Newport's fabulous wealth and dreams of distant isles.



YACHT 'ALOHA,' NEWPORT HARBOR

RHODE ISLAND YACHT CLUB, CRANSTON





FISH NETS, NEWPORT HARBOR



BOATING NEAR PAWTUXET COVE, CRANSTON

BATHING, SCARBOROUGH BEACH, NARRAGANSETT





WAVES LAPPING ON THE SAND, WATCH HILL AND NAPATREE POINT, WESTERLY

KING PARK, NEAR SITE OF ROCHAMBEAU'S LANDING AT NEWPORT





PLAYGROUND, PAWTUCKET

DRIVE, LINCOLN WOODS RESERVATION, LINCOLN





PICNIC GROVE AND FIREPLACE, GODDARD PARK, WARWICK

DOWN THE HOME STRETCH, NARRAGANSETT PARK, PAWTUCKET





CLIFF WALK, NEWPORT



SEASCAPE, NEAR CLIFF WALK, NEWPORT

1750; it has an elaborate entrance, consisting of a white paneled double door surmounted by a somewhat heavy scrolled pediment with a graceful urn finial; the pediment rests on fluted pilasters that are topped with floral rosettes instead of the usual capitals. The design of the doors is unusual; the upper part, pierced with square lights, has vertical panels and the lower part is designed with a diagonal cross pattern. Another unusual feature of the exterior is the manner in which the width of the clapboard siding has been varied, graduating from a very narrow width at the bottom to heavier and wider boards at the top.

Newman Church (not open), cor. State 114 and Newman Ave. is an old white frame church built in 1810, and situated within 200 feet of the original church of 1643, which was conducted by the Rev. Samuel Newman, one of the earliest Congregational ministers in Providence Plantations. Newman, a native of Banbury, England, who was graduated from Trinity College, Oxford, in 1620, became pastor of the Midhope Chapel, West Riding, Yorkshire. In 1635, disgusted with the religious persecutions of Archbishop Laud, he came to Dorchester, Massachusetts, where he held a pastorate for four years, meanwhile working on his Concordance of the Bible. Later he led a congregation in Weymouth. Newman's Bible Concordance came out in three editions and the Cambridge Concordance of 1662 was based on his work. In 1643, Newman, with members of his church, migrated to this place, then Rehoboth, where he established a Congregational church. The square tower of the present structure rises above an entrance vestibule, and is surmounted by a set-back stage or belfry with shuttered windows. Crowning the belfry are sharp corner pinnacles connected by a low paneled parapet. A central pinnacle, higher than the rest, is topped with a weather vane. The main entrance at the base of the tower is protected by a small pedimented portico resting on Doric columns.

Rumford Chemical Works (visitors welcome), 9 Newman Ave., to the right of State 114, is one of the largest and oldest manufactories of baking powder in the country; Rumford Baking Powder, put on the market in 1893, was the outgrowth of an acid phosphate developed at Harvard University in 1856 by Professor Eben N. Horsford. The Rumford plant also supplies manufacturers of self-rising flour with acid phosphate of calcium, and manufactures a material for use in the preparation of paper pulp, known as Horsford's Anti-Chlorine, a yeast food known as Ryfo, and a dough assistant known as Tex.

Near the southern edge of the village of Rumford is the *Foundation of the Garrison House*, Ellis St., in which the inhabitants of East Providence sought refuge during King Philip's War.

At 15.3 *m.* is the junction with US 44 (*see Tour 11*).

Between this point and 16.9 *m.* State 114 passes through the east central part of the village of EAST PROVIDENCE (alt. 30), the governmental center for the township of the same name (*see Tour 10*).

At 16 *m.* is the junction with US 6 (*see Tour 10*).

State 114 passes at 16.4 *m.* (R) the *Ide Homestead*; the discovery in 1936 of a Folsom Point on this estate indicates the possibility of human habitation in Rhode Island at a very early date (see *Indians*).

At ARMINGTON'S CORNER, 16.9 *m.*, State 114 bears left onto Barrington Rd., or the old Wampanoag Trail, named for a path of the Wampanoag Indians. At the intersection (R) is the *Old Stone House* (*private*), a two-and-one-half-story stone structure now covered with concrete, erected about 1805. The unevenly spaced windows are surmounted by corniced headings.

For some distance east of Armington's Corner are visible (R) some of the many oil and gasoline storage tanks prevalent in several parts of East Providence. Given proper conditions of wind and humidity, visitors' noses become acutely aware of the town's petroleum industry.

The present Ruhlin's River Schoolhouse, 18.6 *m.* (R), one of the town's public schools, is on the *Site of a School* dating back to 1699 or before.

At 20.3 *m.* and other points in this vicinity are good views (L) of the Barrington River, an arm of Narragansett Bay.

Belton Court (*private*), 20.9 *m.* some distance (R) from the highway, is the large estate of a prominent State politician. The main building, a magnificent two-story granite structure (1906), resembles an English castle.

At 21.2 *m.* is the junction with State 103 (see *Tour 5A*).

White Church (*not open*), 21.9 *m.* (L), is a plain, two-story, frame edifice erected in 1805, partly with the aid of a lottery. The church was remodeled in 1851 when the pews, galleries, and the sounding board were removed and the floor elevated to provide a lecture room on the first floor and an audience room on the second; the spire was added to the old tower and a bell was hung in the tower. In 1888 an addition was made to the east end of the church and an organ installed. The early history of this church, now Congregational, is associated with that of the Baptist Church founded here by the Rev. John Myles in 1663. Owing to changes in the Church Covenant, made under Samuel Luther after 1685, a religious controversy resulted that brought about the formation of the Congregational group in 1710. The first meeting-house on the site of the present church was one moved here in 1737 from another place.

At 21.9 *m.* is the junction with Federal Rd. and Massasoit Ave.

Left 0.5 *m.* on Massasoit Ave., to the residential area and summer resort called HAMPDEN MEADOWS in honor of John Hampden, who with Edward Winslow of Plymouth visited Massasoit here in March, 1623. The men were sent by Governor Bradford of Plymouth to explore the land and to encourage trade with the Indians. This locality was at one time known as the Place of Trade, being the business center for the people of southern Rehoboth and eastern Swansea.

Right 0.3 *m.* on Federal Rd. is *St. Andrew's School* (*private*), established in 1893 by the Rev. William Chapin, Rector of St. John's Episcopal Church, Barrington. With an initial enrollment of one boy entrusted to his care by the Society for Prevention of Cruelty to Children, Mr. Chapin founded the school to furnish a home and a technical training for homeless and helpless boys. St. Andrew's, with a present enrollment of 62 boys, provides a refuge, an opportunity for well-rounded life, and an ethical and industrial training to fit the boys to become useful and self-supporting citizens.

PRINCE'S HILL, 22.5 *m.* (L), the geographical center of Barrington Township, was named for Governor Thomas Prince, a noted dignitary of the Plymouth Colony in Massachusetts, and one of the purchasers of Sowams (Barrington) in 1663. Here is the *Prince's Hill Cemetery* (L), laid out in 1727. The earliest burial on record is that of William Tiffany, son of Ebenezer and Elizabeth Tiffany, who died January 2, 1728.

The village of BARRINGTON (alt. 20, town pop. 5162, sett. 1677, incorp. by Mass. 1717, incorp. by R.I. 1770), 22.9 *m.*, is the governmental center for the township of the same name, which was originally a part of Swansea, Massachusetts, and together with what are now the towns of Warren and Bristol, was once occupied by the Wampanoag Indians under Massasoit. In 1632 a trading post was established on the west side of the Barrington River by the Plymouth Colony. The first white settlement, made by John Myles and his followers, who had left Rehoboth because of religious differences, was incorporated as Swansea, in 1677.

One feature of the early organization of this town was the arrangement of the people into three classes, each class having different rights. A committee had power to promote or to degrade persons from one rank to another. In 1681, a grant to five persons and their heirs and assigns forever, giving them full rights of the highest rank, brought into sharp relief the undemocratic character of this system, and it was soon abolished. In 1717, Barrington was separated from Swansea and incorporated as a new Massachusetts town. It was named in honor of Lord Barrington, an English theologian and advocate of religious toleration. The town became a part of Rhode Island in 1746-47.

The people of Barrington considered with alarm the events that led to the American Revolution — the Boston Massacre of 1770, the burning in 1772 of the 'Gaspee' — within view of Barrington, and the Boston Tea Party of 1773. At a town meeting the people vigorously condemned the English Parliament for the acts it had recently passed, voted not to buy any dutied tea, and to defend themselves with arms, if necessary, against any violation of their civil rights and liberties. When in the latter part of 1776 the British fleet took possession of Newport, and preyed upon the trading boats in Narragansett Bay, the commerce of Barrington suffered, though the town was not directly attacked. During the war, the economic development of the town was nearly at a standstill, and most of the local legislation up to 1788-95 dealt with the war and its after-effects.

Brick-making is the chief industry of the township; the shell-fish industry and shipbuilding are also important.

The *Town Hall*, on State 114 just north of the village center, was erected in 1887. The structure is designed in the medieval style with steep gable roofs and corner turrets. The collection of boulders used in the construction of the first story are memorial stones contributed from the various farms and estates in the vicinity; the upper parts of the structure are of half-timber work. It is partly used as a public library, an outgrowth of

the Barrington Library Society, incorporated in 1806, which had a valuable collection of historical and theological works of the day. The society would permit no books of fiction in its collection because the town fathers believed that fiction 'worketh abomination and maketh a lie.' The library soon fell into complete disuse, and it was not until 1880 that the present library was organized; it now has a fine collection of about 25,500 volumes.

St. John's Episcopal Church (not open), on State 114 just south of the village center, is a red-brick L-shaped structure designed in Gothic style, with a square, front corner tower and belfry, buttresses, and pointed windows (1859); its general mass resembles that of a small English church. There have been numerous alterations, including the remodeling of the interior, the installation of a bell, and the addition of a tower. The church is the outgrowth of a resolution made by a group of Episcopalians who met in the Barrington railroad station in 1858.

On Nockum Hill in the northern corner of Barrington is a boulder with bronze tablet marking the *Site of the First Baptist Church in Massachusetts*. The church was founded by Obadiah Holmes in 1649. Holmes had trouble with the Massachusetts authorities in 1651, after which he retired to Newport. The site of this early Massachusetts church is now in Rhode Island owing to the 1746-47 changes in the Colonial boundary line.

At MAXFIELD'S CORNER, 23.1 *m.*, is the junction with Rumstick Rd.; State 114 bears left.

Right (straight ahead) on Rumstick Rd. 0.8 *m.* to the *Site of Scamscamuck Spring*, marked by a boulder (L); it was from this spring that all 'bounds and limits' were made when Massasoit first sold these lands to the Pilgrims.

At 1.7 *m.* on Rumstick Rd. is *Rumstick Point*, formerly known as Chachapacasset and Little Neck. The name 'Rumstick' first appears in the Sowams Records of January 26, 1698, but how the Point received its name is uncertain. Probably the shape of the neck of land resembled the stick with which ancient sea captains stirred their toddy. The point is the *Site of a Coast Guard House* erected during the Revolution to protect the exposed coast line of Barrington from the forages of the British and to aid in keeping the enemy from attacking Providence by land.

At 23.5 *m.* is the *Barrington Bridge*, a concrete structure spanning the Barrington River. In 1701 a ferry was established at this point, later referred to as Martin's Ferry for Luther Martin who received pay from the State for ferrying troops across the river on Muster Day in October, 1798.

At 23.8 *m.* is the junction with a dirt lane.

Right 0.2 *m.* on this lane is *Tyler's Cemetery*, the oldest burying ground in town. The Reverend John Myles, a founder of the first white settlement in Sowams, was interred here about 1683.

The *Warren Bridge*, 23.9 *m.*, over the Warren River, is a well-proportioned concrete structure. From it is a delightful view of the Warren River and the bordering landscape rich in natural beauty. Here was formerly a ferry variously referred to as Kelley's, or Toogood's, or simply as the Swansea ferry. It was probably established about 1678. Permission to erect a bridge on the site was obtained from the legislature in 1794.

The village of WARREN (alt. 20, town pop. 7974, sett. 1632, incorp. 1747) is the governmental center for the township of the same name, which was named for Sir Peter Warren, an admiral in the British Navy. This town, together with what is now Barrington and Bristol, originally constituted a part of Swansea, Massachusetts (*see BARRINGTON*).

The Revolution disrupted the orderly and prosperous development of the town. On January 13, 1776, men from Warren and Bristol helped the Prudence Islanders (*see below*) drive Captain Wallace's British troops from their farms. At a town meeting in February, 1776, the Warren Artillery Company was formed. About 500 British troops marched on Warren, May 25, 1778, disabled several cannons, burned the Baptist Church, a powder magazine, and several other buildings, pillaged houses, and carried away several citizens as captives.

They proceeded to the Kickemuit River and there destroyed a large number of boats, including the row galley 'Washington,' which had been stationed to guard the entrance to the Warren and Kickemuit Rivers. This attack upon Warren incited the people to greater precautions, and a bluff on Burr's Hill (*see below*) was fortified. After the battle of Rhode Island, August, 1778, Lafayette took command of the American forces in this region and for a part of the time made his headquarters in Warren. Shipbuilding occupied a prominent place in the business enterprise of Warren before and after the Revolution. Whaling, which had been carried on to a considerable extent prior to 1775, was revived and carried on quite extensively for a number of years. About 1850 the textile industry became prominent. In recent years a great number of people have been engaged in the shellfish industry, now one of the major commercial enterprises.

A survey of the development of the domestic architecture of Warren, which coincided with the growth of the shipbuilding industry, gives ample evidence of the skill and dexterity of the early ship carpenters. This is shown not only in the trim gambrel-roof cottages remaining from the days when the town was first incorporated into the territory of Rhode Island, but also in the numerous houses erected during the prosperous era shortly before and after the Revolution.

The majority of the existent old houses, which line the two most important streets, Main and Water, were erected between 1750 and 1820. Typical of the humble story-and-a-half cottages with their simple central-hall plan, tiny dormers, and central chimney is the shingled cottage at *No. 23 Broad St.*, built about 1750; and the cottage at *No. 95 Union St.*, with its clapboard siding and shuttered openings.

The most typical frame houses of Warren are two-and-a-half stories high and covered with clapboards. These are divided into three types: houses with four windows spaced across the front at the second story and the paneled doorway asymmetrically disposed under one of the two central windows, such as that at *No. 211 Water St.* These houses were also frequently planned with uneven fenestration along the sides.

Houses of a little later date (about 1760-80) were symmetrical, with the usual five bays, gambrel roof, and single ells at the rear. A good example is the house at *No. 25 Washington St.* This early Georgian structure has a wide front entrance with double paneled green doors and green outer shutters.

Houses erected in the early 19th century were more usually square with low hipped roofs, as in the *Monroe House*, 116 Child St., and the 382 *Main St. Dwelling*; the latter was probably covered with brick veneer in the earlier times.

The more elaborate houses obviously favored gable roofs with decorative cornices carried along the front and rear with a short return at the corners, as well as along the raked eave lines of the gable ends. *No. 582 Main St.* and 395 *Water St.* are embellished with pedimented doorways with semi-circular fan-lights, their delicately moulded arches each topped with a Federal eagle, or their fluted pilasters capped with characteristic rosettes. The interiors of these houses are notable for their fine woodwork — delicately moulded, trim, spindled stairways, dadoes, cornices, and mantels.

Warren Baptist Church (not open), cor. Main (State 114) and Miller Sts., is owned by a congregation organized in 1764, the oldest church society in the town of Warren. The first meeting-house was a simple frame structure having a steeple with a weather-vane. The bell, dated 1764, was cast in England, and, having been paid for with tobacco, was known as 'the tobacco bell.' The British destroyed this meeting-house in 1778; in 1784 the second church was built, and in 1884 the present stone edifice, of English Gothic design, was erected. The year 1914 witnessed the remodeling of the auditorium and the building of a chancel. The bell that now hangs in the steeple was cast by the Paul Revere foundry in 1800. The church and Rhode Island College, now Brown University, were organized in November, 1764, with the Rev. James Manning as rector of the church and president of the college. The college was moved to Providence in 1770 (see *PROVIDENCE*).

De Wolfe House (private), cor. Main and Baker Sts., is one of the oldest houses in Warren. It is a frame dwelling, rectangular in plan, one-and-one-half stories high, surmounted by a small red brick central chimney that rises from the peak of the gambrel roof. A marker on the front of the house reads 'This portion of the house was built in 1753.' The incongruous design of the two-story central section with its overhanging gable roof and jig-saw ornament completely destroys the simple lines of the original structure. A two-story ell, with its eaves supported by brackets, adjoins the rear of the main house, and a smaller hip-roofed ell has been added at the left side.

In the *Narragansett Fire Station*, Baker St., is housed the 'Hero,' reputed to be the oldest serviceable hand-pumping fire engine in the world. It consists of a rectangular tank with rounded corners, with two vertical pumps in the middle connected by two side bars. The engine is pumped

by a 'fore-and-aft' motion. Supporting the machine are four wheels fastened to wooden axles by lynch pins; the tires, of iron in five sections, are held in place by large-headed, hand-hammered iron nails resembling rivets. An old, copper-riveted leather hose is reeled over the tank, and at the front is a short whiffletree. In 1797, at a town meeting, it was voted to purchase a new fire 'Enjoin,' and \$316.75 was appropriated for the purpose. It appears that money could not be found to finance the purchase, which was indefinitely postponed; thereupon the town fathers passed some fire protection laws, one of which prohibited the smoking of pipes or 'segars' after dark in the compact part of town. Any person violating this law was fined 25 cents for the first offense, 50 cents for the second, and 75 cents for the third. The law, which did not prohibit smoking in the homes in the compact part of the town, proved inadequate, and since the town was growing in population, agitation was started again for the purchase of a fire-engine. At a town meeting, in 1801, a committee was appointed to make the purchase, and in the following year the Hero made its long awaited appearance.

Massasoit's Spring, Baker St., was probably the site of this great Indian Chief's home. In its natural state it was a powerful spring bubbling up from a bed of pure white sand but it has since been walled in. A marker says that 'Massasoit's Spring' commemorates the Great Indian Sachem — 'Friend of the White Man. Ruler of this region when the Pilgrims of the Mayflower landed at Plymouth in the year of Our Lord, 1620.' The trading post, established here in 1632 from Plymouth, held the first white group of settlers in the present State of Rhode Island.

Warren Common, State St., a well-kept and attractive park with tall trees, contains a *Soldiers' and Sailors' Monument*, consisting of a 10-inch Rodman cannon set on a three-course granite pedestal. The upper course of the pedestal bears an inscription, and the two lower courses are in the shape of a four-bastioned fort.

The *George Haile Free Library* (open weekdays 2-5.30 and 6.30-8.30 except Thur.), cor. Main and Croade Sts., is a two-story granite structure with a tower housing a fine collection of about 13,000 volumes. Connected with the library is a *Museum* (not open), containing some valuable historic relics.

At the cor. of Main and Washington Sts. is the *Site of Burr's Tavern*. When the British invaded Warren, a party of Hessians, who had been wounded in a skirmish with some citizens, visited the tavern, where Mrs. Burr kindly dressed their wounds; they repaid her by breaking her dishes and furniture. George Washington was entertained at this hostelry on March 13, 1781.

Saint Mary's Church (R.C.), cor. Main and Luther Sts., is a spacious edifice of fine proportions in the Queen Anne style of architecture. The first church, erected in 1851, was destroyed by fire in 1882 and in 1883 the present structure was built. It has stained-glass windows, and a handsomely furnished interior, decorated with paintings of gospel symbols.

Burr's Hill Park (baseball diamond, two tennis courts, fine sandy beach, picnic grounds, playground for small children under supervision of attendant; small parking fee), Water St. right of State 114, was purchased by the town in 1920, and developed into an excellent recreation area. These five acres, at one time an Indian burial ground, were fortified by the town, during the Revolution.

Richard Smith, Sheriff of the County, was living in a house at Burr's Hill when the British invaded Warren in May, 1778; when the troops approached, his wife, known as 'Aunt Susie Smith,' hastily gathered their valuables together, packed them in a chest, and buried the chest in a smoke-house in the rear. Two British soldiers came to the house, demanding breakfast; as they left the table one of them seized the silver teapot, but intrepid little Aunt Susie seized it, too, telling him he could not have it. After quite a severe struggle, during which Mrs. Smith plied her tongue as well as her fingernails with great vigor, the soldiers retreated from the house with nothing but bad tempers and numerous bites, bruises, and scratches.

Left from the northern end of Warren about 1.5 m. on Market St. which turns north to *King's Rocks*, near the Swansea boundary. On the west side of this huge mass of rocks is a smooth level surface about 25 feet long and 8 feet wide, indented with three narrow straight depressions. The depressions appear to have been worn into the rocks by some forcible attrition, probably by a huge stone used in grinding corn. This is believed to be the *Site of the Wampanoag Grinding Mill*, an Indian gristmill, where corn was ground for war parties and other large gatherings.

The summit of *Windmill Hill*, south of King's Rocks, was the *Site of a Guard-House* erected during the Revolutionary War, when Colonel Israel Angell and a regiment of American troops were encamped here from September 18, 1778, until the following winter.

At 25.9 m. is the Warren-Bristol boundary line.

North Burial Ground, 27.4 m. (R), a 6-acre plot laid out in 1680, is attractively landscaped.

At 27.5 m. is the entrance (R) to *Colt Drive*, a pleasant road leading around the shore of upper Narragansett Bay (see BRISTOL).

BRISTOL (alt. 40, township pop. 11,953), 28.8 m., a manufacturing and fishing town (see BRISTOL).

Points of Interest: Linden Place, Reynolds House, Herreshoff Manufacturing Co. (yachts).

South of the built-up section of Bristol at 30.1 m. is (R) *Saint Columban's Seminary* (private), under the jurisdiction of the Order of Saint Columban, a society that prepares young men for missionary work in China. The property, purchased in 1934, extends for about a half-mile between the highway and Bristol harbor.

At 30.4 m. on a lane (L) is *Edgehill* (private), a two-story, gambrel-roof structure, built in 1867, and once occupied by General Ambrose E. Burnside (see BRISTOL).

Mount Hope Bridge (auto fare 60¢ one way, round trip \$1), 30.8 m., is a high, light span connecting the Island of Rhode Island with the mainland.

The bridge, which cost approximately \$4,000,000, was opened in 1929. It has a main span of 1200 feet, which makes it the longest spanned bridge of any kind in New England and the 13th longest spanned suspension bridge in the world. Two of the suspension cables are 11 inches each in diameter and contain 2620 miles of wire. Its towers rise 284 feet above mean low water, and the roadway has a vertical clearance of 135 feet above mean high water. The bridge is cambered upward to allow vessels of large draught to pass without difficulty. The three lanes, 27 feet wide between curbs, are so constructed as to sustain a load equal to a continuous procession of 15-ton trucks. From the bridge is a wide view of Mount Hope and Narragansett Bays.

About 1680, a ferry was established at this point to operate between Bristol and Portsmouth and called the Bristol Ferry probably because it was owned by Bristol proprietors. The utility differed from others in that its franchise did not depend upon legislative action; by virtue of the 'Grand Deed' of 1680, the ferry, and a farm attached, belonged in common to all the town proprietors, and as the rights were gradually bought up and came into the hands of one individual, the franchise became his private property, and could be freely deeded or willed. Bristol Ferry was one of the most important in the Colony since it afforded the most direct communication between Newport and Boston by way of Providence. References to having crossed on this ferry were made by George Washington, Lafayette, and Lord Bellomont, one-time Colonial Governor of Massachusetts. Service was interrupted for a short time during the Revolution, but was resumed after the war, and in the early part of the 19th-century traffic was very heavy. When a railroad from Fall River to Newport was opened in 1865, the old ferry boat went to decay, though the neighboring lighthouse keeper carried passengers across in a rowboat. After the old ferry had been abandoned for nearly 30 years, a new project was developed for an electric railroad from Newport to Bristol Ferry, with a steam ferry to connect with the Bristol-Providence railroad in Bristol. This system went into operation in 1905, and the ferry company continued to operate until the opening of the Mount Hope Bridge in 1929.

At 31.7 *m.* is the junction with Bristol Ferry Rd.

Left 0.3 *m.* on this road, near the Portsmouth railroad station, is the *Site of Bristol Ferry Fort*; the old earthworks are still visible. In February, 1776, Deputy-Governor Bradford, William Ellery, John Mathewson, and Henry and Gideon Merchant were appointed a committee 'to cause fortifications to be erected as soon as possible upon Rhode Island and at Bristol, sufficient to command and keep open a communication at Bristol Ferry.' The troops stationed at Bristol and on the island were employed in this work.

At 33.1 *m.* is the junction with paved Willow Lane.

Right 0.5 *m.* on this lane are the *Portsmouth Coal Mines (open)*. Some of the works remain, but they are silent and deserted now, except for the singing of crickets, the creeping of an occasional reptile or the flitting of a bird among the grass and weeds that cover the grounds. Near the Mines is *Arnold's Point*, the site of a small Revolutionary fort, occupied by the Americans; it played an important part in the Battle of Rhode Island in 1778.

Lehigh Hill Park, 33.2 m. (R), is a small picnic area, with tables and benches (*free*). A *Granite Millstone*, 5 feet in diameter in the center of a grass plot on the east side of the park, is marked by a bronze tablet with the inscription: 'This millstone was used for grinding corn in Boyd's Old Windmill from 1840-1884. During forty-four years, grain from almost every farm in Rhode Island passed over its surface. In 1884 it broke, its work finished. Here let it rest as a monument to the old New England Life of simplicity, resourcefulness, and courage. Presented to Rhode Island by Benjamin Boyd September 24, 1932.' From this spot is a broad view of blue-gray Narragansett Bay, and Bristol Harbor, with Prudence Island, a summer resort (*see BRISTOL*), to the west, Hog Island to the north, and in the background Mount Hope Bridge and the rugged shores and hills of the mainland.

Hog Island contains about 212 acres, and the circumstance of its being occupied by swine in early times doubtless suggested its name. It was claimed to have been included in the purchase of the island of Aquidneck, but the claim was for a time disputed by Massachusetts. It is still used for grazing purposes.

The *Old Grist Mill*, 33.4 m. (R), built at Warren in 1812, is a round frame tower about 30 feet high. It was moved to Fall River, Massachusetts, then to Quaker Hill, and thence to its present site where it was restored in 1929. There are several of these windmills in Portsmouth, prominent features of the landscape. Standing on the high grounds of the town, they present a picturesque appearance with their great revolving arms silhouetted against the sky.

Portsmouth and much of the rest of the Island of Rhode Island has miles of stone walls, three or four feet high, around the pastures and fields; they were built in taking the stones from farms.

At 34.4 m. is the junction with unpaved Corey's Lane.

Right 0.5 m. on this lane is the School of St. Gregory the Great, commonly known as *Portsmouth Priory School* (*visitors permitted*), opened in September, 1926. It belongs to the priory of the same name, a daughter house of the Abbey of Fort Augustus in Scotland, which is of the English congregation of the Order of St. Benedict. Both the community and the school, at Portsmouth, almost wholly American in membership, train boys for colleges in this country. The connection, however, with the English congregation, which is famous for its great schools including those at Downside and Ampleforth, brings to the younger school a tradition and an example that inspires its own educational efforts. The property, extending over 120 acres of beautiful country overlooking Narragansett Bay, is in part occupied by athletic fields. The original building, the Manor House, is a pleasant and commodious building now used for the dining-room, infirmary, office, housemother's quarters, masters' common rooms, and the reception and guest rooms. Other buildings include the chapel, priory, the schoolhouse and laboratory, the gymnasium, and four dormitories. The last unit erected is St. Benet's House, the first of a proposed group of buildings in brick and stone.

At 34.8 m. is the junction with an unpaved lane.

Right on this lane about 700 yards is *Hessian Hole* (*visitors permitted*), marked by a large willow tree. According to tradition, 30 Hessian soldiers were buried here in one grave and the brook that runs by the grave was red with blood for days after the fierce battle that was fought here on August 29, 1778.

At 35.3 m. is the junction with paved Bradford Ave.

Right 0.7 m. on Bradford Ave. is *Melville*, a United States Navy supply station (*not open*). During the Civil War, there was a receiving hospital here; later the site was used as a coaling station; in recent years the mammoth coal sheds and coal handling machinery have given way to storage tanks for fuel oil. In 1918 the place was designated as a Government wireless station.

Boyd's Mill (*open by permission*), 35.6 m. (L), established in 1810, is the only windmill in Newport County still used in grinding corn for Rhode Island johnny-cake meal.

Lawton's Valley (*visitors permitted*), 37 m. (R), is one of the most picturesque sites on the island, with delightful picnicking spots. A bright and sparkling stream flows through the valley formed by wooded hills that gradually slope to the banks of a rivulet. Along the banks are the foundation of a mill built about 1682, and large flat stones that were used by the Indians in grinding corn before the coming of the English.

At 37 m. (L), about 300 feet from the highway, are *Earthworks* (*private; visited by permission*) that were erected by American troops to hamper the advance of the British forces during the Revolutionary War. These earthworks are probably the best preserved of any on the island; from them is a broad view of the N. end of the island.

Redwood House (*private*), 37.2 m. (R), is a large, rambling frame house with a gable roof. The main structure is two-and-one-half stories high with dormer windows on the east and west sides. This was the country house of Abraham Redwood of Newport, the Quaker benefactor of the Redwood Library in that city (*see NEWPORT*). During the Revolutionary War two British officers, Smith and Mackenzie, lived at the Redwood House in Portsmouth.

The *Prescott House*, or Overing House (*private*), 37.7 m. (L), was the headquarters of General Richard Prescott, commander of the British forces in Rhode Island during the Revolution. It is a plain, two-and-one-half story yellow frame structure, built about 1710. Very little of the old structure remains after remodeling and modernization.

On July 9, 1777, Colonel William Barton with 40 men here executed one of the most bold and hazardous enterprises recorded in the history of the Revolution — the capture of General Richard Prescott. Barton and his party left Warwick Neck in five whaleboats and proceeded down Narragansett Bay between Prudence and Patience Islands in order that they might not be seen by the ships of the enemy that lay off Hope Island. Landing on the Portsmouth shore, Barton divided his men in five divisions and proceeded to the headquarters of General Prescott. The first division was ordered to advance upon the south door, the second on the west door, the third on the east door, the fourth to guard the road, and the fifth to act in emergencies.

They were challenged by the sentinel when they were about 25 yards from him, but their number was partly concealed by a row of trees. No reply having been given, the sentinel again demanded, 'Who comes there?' 'Friends!' replied Barton. 'Friends,' said the sentinel, 'advance

and give the countersign!’ Barton, affecting to be angry, answered, ‘We have no countersign; have you seen any deserters tonight?’ Before the sentinel could determine the character of those who approached him, Barton had seized his musket, told him he was a prisoner, and threatened him with instant death if he made any noise.

By this time each division had its station; the door was burst in and they first went upstairs to seize the host, and then descended to the room below. A Negro member of the party made one plunge, bursting head first through a locked door revealing the general, newly awakened and sitting on the side of his bed. Prescott begged the privilege of dressing, but such was the haste that his pleas were ignored, and, unclothed, he was hurried away through a field of thorny blackberry bushes.

The boats had no sooner put from shore than an alarm signal was given and cannons echoed far and near, beacons blazed from numerous stations, and rockets illuminated the night; the tread of the watch on the enemy ships was exchanged for bustling confusion; and while the boatswain’s whistle and the roll of the drum were summoning all hands on deck, Barton and his men silently pushed their way beneath the stern of one vessel and the bowsprit of another. As morning appeared, the party found themselves under the guns of the fort at Warwick Neck, safe from their enemies. General Prescott was later exchanged for the American Major-General Charles Lee. Although Prescott was not betrayed by a woman, doggerel entitled ‘On General Prescott being carried off naked, unanointed, and unanealed’ — appeared in the *London Chronicle* on September 27, 1777.

What various lures there are to ruin man,
Women the first and foremost all bewitches,
‘A nymph thus spoiled a general’s mighty plan,
And gave him to the foe without his breeches.

At 39.2 *m.* is the junction with paved Brown’s Lane.

Right 0.3 *m.* on this lane is the *Wanumetonomy Golf and Country Club* (*open to public; greens fee*), a member club of the Rhode Island Golf Association with a clubhouse, tennis courts, and a splendid, scenic, well-kept 18-hole golf course. The course has a yardage of 6247 and a par of 71, and its proximity to the ocean and its layout make it resemble the famous St. Andrews course in Scotland. An unusual feature of this course is that every green is visible from the clubhouse; a broad view of Narragansett Bay can be enjoyed from any of its fairways. The course is on the probable site of the home of Wanumetonomy, a sachem of the Narragansett tribe of Indians.

The *Wilson Nurseries*, 39.4 *m.* (L), are noted for their cultivated trees and shrubs, and the *Rhode Island Nurseries* (R), established in 1891, are the largest of their kind in the State.

The *Jonathan Anthony House* (*private*), 39.8 *m.* (L), a one-and-a-half story frame structure, was built in 1765; the ell and the sun porch are later additions. The house, on a slight elevation, is set off by a group of elm trees. Jonathan Anthony operated a tannery here for many years. In 1778 the house was partly burned by British soldiers, but was restored in 1779.

At 39.9 *m.* is the junction with Chase's Lane, an unpaved road.

Right 0.5 *m.* on Chase's Lane is the *Newport Airport* (*no scheduled service*), partly developed as a Federal relief project.

At 39.9 *m.* (R), silhouetted against the sky in the distance, is the *Newport Memorial Tower*. This 80-foot stone tower is in Miantonomi Park (*see NEWPORT*).

At 40.3 *m.* is the junction with State 138 (*see Tour 6*).

The *George Irish Homestead* (*private*), 40.5 *m.* (L), in the grounds of the Newport Nurseries, is a two-and-a-half-story frame building with gambrel roof, built in 1780. Colonel Irish was the first colonel of the Rhode Island Militia.

The *Bannister House* (*private*), 40.9 *m.* (L), a two-and-a-half-story frame structure erected in 1760, was occupied by English troops during the Revolution; the British General Pigot established his field headquarters here. On this land, in 1777, British engineers erected the main defense works of the English forces, while other earthworks occupied advantageous positions near-by. After the Revolution, Bannister was proven a Tory; his lands were confiscated, and he was banished from the State.

At 41 *m.* is the junction with Boulevard Ave.

Left about 0.4 *m.* on this avenue to *Old Fort Farm* (*open by permission*). At the east end of the farm is a redoubt, about 75 feet long, used by the British during the battle of Rhode Island; in the center is a cannon, resting on a wooden carriage. The cannon, 8 feet long, and cast in Springfield, Massachusetts in 1810 was presented to the town by the U.S. War Department on May 2, 1922.

On Vernon Ave. just north of Boulevard Ave. is *Green End Fort* (*open*), built by the British in 1777 as the eastern terminus of their Newport city defenses. It is directly opposite Honyman Hill where, in August, 1778, the American army erected a fort in its advance on Newport. Green End Fort is today in a good state of preservation, and from its ramparts an extensive view of the ocean, and the undulating country can be had; Easton's Pond, the source of water supply for the city of Newport, lies at its base. The fort is marked with a high, four-sided, tapering granite pillar with a pyramidal top.

Dudley Place (*private*), 41.1 *m.* (L), is a large frame structure, square in plan, with a high, open piazza extending along the front (1770). This house was occupied before the Revolution by Charles Dudley, Royal Collector of Customs for Rhode Island, who, in 1775, fled to take refuge on a British man-of-war.

During the siege of Newport, Dudley Place, then occupied by Edward Van Zandt, Esq., was situated halfway between the British batteries on Miantonomi Hill and the American batteries on Honyman Hill. It is said that a large dinner party had assembled here and the guests were about to be seated at the table, when a cannon ball passed through the hall. The company fled precipitately out of the house, but no one was harmed.

At 41.2 *m.* is the Middletown-Newport boundary line.

NEWPORT (alt. sea level-100, city pop. 27,612, sett. 1639, incorp. 1853), 43.2 *m.*, a seaport, naval base, and summer resort (*see NEWPORT*).

Points of Interest: Old Colony House, Trinity Church, Touro Synagogue, U.S. Naval Training Station, Ocean Drive, and many fine early American houses.

T O U R 5 A : *From* JUNCTION WITH US 6 (*East Providence*) to JUNCTION WITH STATE 114 (*Barrington*), 6.2 m., Barrington Parkway and State 103.

THIS route, an alternate route to State 114 (*see Tour 5*) between Providence and Barrington, runs along the east side of the Providence River, affording several good views of Providence Harbor.

Barrington Parkway branches south from US 6 at the east end of the Washington Bridge over the Seekonk River, the northern extension of the Providence River, and runs for 2 miles through a 1182-acre wooded reservation. The State has planted about 2000 oak and maple trees and 1200 shrubs along the drive. There are six fireplaces for use of picnickers (*permit required from State House Annex Building, Providence*).

At 0.4 m. the Parkway passes over *Fort Hill*. To the right, on what was once called Hog Pen Point, are discernible the remains of earthworks that were erected in 1775 and maintained until after the War of 1812.

From the parking space (R), at 0.5 m., is a wide view of Providence harbor and a part of the city center. Across the Providence River (L) is the Municipal Wharf, the gas works, and (R) the New Industrial Trust Building and other tall structures (*see PROVIDENCE*).

The *Squantum Club* (*private*) (R), 2.3 m., was organized in 1870; during the summer some of the State's leading business men meet here for relaxation and the enjoyment of Rhode Island shore dinners.

At 2.5 m. the route swings right on State 103. The *Emma Pendleton Bradley Home* (R), a three-story brick structure erected 1930-31, is a private hospital dedicated to the care of children suffering from neurological and behavior disorders exclusive of mental deficiency. From 50 to 75 patients can be accommodated.

St. Mary's Seminary, 2.6 m. (L), a three-story rambling brown structure, is a Catholic school for girls, established in 1874.

The *Landmark Stone*, 3 m. (R), on one side reads, 'Sowams 1621 Wampanoissett Bought by John Browne 1645,' on the other, 'Rehoboth 1643.'

Bullock's Tavern (*not open*) (L), 3.1 m., is a two-and-one-half-story white frame structure with brick ends; it is rectangular in plan, with two brick chimneys rising from the ends of its gable roof, and rests on a very low foundation. The uniformly spaced windows are flanked by shutters; they are topped on the first floor by plain lintels, and on the second by small cornices. An elliptical fan-light above the main central doorway is protected by a small gable-roofed porch supported by two square columns. The doorway and its modern trellis work, together with the shrubbery at the front, give the house a pleasing appearance. In the stagecoach days Bullock's Tavern was a convenient stop between Providence and

Bristol, and at that time the long dining-room in the main part of the house was often used for dances.

At 3.2 m. State 103 passes a part of the extensive *Refining Plant of the Standard Oil Company* (L). East Providence is an important center of the petroleum distributing business.

At 3.4 m. is the junction with paved Bullock's Point Ave.

Right 0.2 m. on this road is (R) the very exclusive *Pomham Club* (*private*), with a membership of 200 shareholders. The club grounds include a ball field, miniature clock and obstacle golf courses, and bowling alleys.

West of the club, in the Providence River, is the *Pomham Lighthouse*, named, as is the club, for the Indian chieftain Pomham (or Pumham), who had dealings in the 17th century with Samuel Gorton, the founder of Warwick (*see WARWICK*). The light, with its pretty white cottage attached, was erected in 1871. Pomham Rock boasts two rock profiles, one of which, best seen from the lighthouse garden, resembles the Old Man of the Mountain in New Hampshire.

About 1.5 m. on Bullock's Point Ave. is *Crescent Park* (*no general admission*), a 56-acre amusement resort with facilities for bathing, dancing, athletics, and the usual penny arcade and roller coaster concessions.

The *Lightning Splitter House* (*not open*) (R), 3.6 m., is an odd-appearing small, yellow frame house, with a very steep gable roof rising two stories above the first-floor windows. The sharp roof is supposedly able to split forks of lightning, rendering them harmless. This fairly modern house is built on a side hill, hence the basement can be used as a kitchen.

The *Whitcomb Farmhouse* (*not open*) at the same point (L), built about 140 years ago, is a large two-and-one-half-story structure of Georgian design, with four chimneys rising from the sides of its gable roof. Two tiers of plain windows encircle the house, the first-floor windows being topped by plain lintels. The white paneled central doorway, with its full-length side-lights and elliptical fan-light, is well proportioned and is fronted by a small landing with iron rails. The house is of wooden construction except for brick ends and has a dignified appearance. The house takes its name from William Whitcomb, a representative of East Providence in the General Assembly. He was said to have been a very shrewd, hard-working man — 'the sun never rose on him in bed' — who once had a 'magnificent grapery.' The original farm of several hundred acres has been sold and built up by other houses. A recent occupant, Warren R. Fales, was a poultry fancier.

The *Jesse Medbury Homestead* (*not open*) (R), 4 m., is a low, shingled, gambrel-roofed house, rectangular in plan, now with a pergola supported by Doric columns on the front and side. Two small flat-roofed dormer windows project from the roof on the front, and a one-story gable-roofed ell adjoins on the rear. The main front entrance beyond the pergola has a plain paneled door. The white trim of the windows, doors, and cornices, together with the white pergola, give the place a pleasing appearance. The house was erected about a century and a half ago, on the site of the home of John Brown, one of the first settlers in East Providence. Brown had come to this town about 1653, from Massa-

chusetts, where he had been a civil officer in Plymouth and a militia captain in Swansea. It is said that a part of the foundation of Brown's house was used in the Medbury homestead. The beams and rafters of the latter were hewn from oak and black walnut trees growing in the vicinity. Jesse Medbury, great-grandson of a Revolutionary hero, was an important town politician in the middle and late 19th century.

At 4.2 *m.* on State 103 is the junction with paved Turner Ave.

Right on Turner Ave. 0.1 *m.*; left on Read St. At the end of Read St. 0.3 *m.*, left on unpaved Cozzens Ave. is *Little Neck Cemetery* on Bullock's Point Cove, in which is the *Grave of Thomas Willett* (1610-74), the first mayor of New York (1665-67). He came to Wannamoisett, now Riverside, in 1660 and for his services in cultivating friendly relations with the Indians resulting in land purchases, he was given liberty to take 500 or 600 acres of land. In 1913, the City Club of New York erected a large granite memorial boulder on his grave. The *Grave of John Brown*, an early settler who had a house on the site of the present Medbury Homestead, and who died in 1662, is also in this cemetery.

At Peck's Corner on State 103, 5.5 *m.*, is the junction with paved Washington Rd.

Right 0.3 *m.* on Washington Rd. is *Haines Memorial Park*, a unit in the State park system. This magnificent tract of 85 acres on the upper east shore of the bay is a monument to Dr. George B. Haines, Cumberland physician who died in 1912. The property was inherited by his sister Ida Haines who, remembering that her brother had frequently spoken of giving this land for some public purpose, perhaps for a sanatorium, donated it to the State. That it was not made the site of a tuberculosis hospital was probably owing to its waterside situation. The park has a recreation field (on Washington Rd.), two baseball diamonds, football field, tennis courts, children's playground, and several fireplaces for picnic parties (*fireplace fee* 15¢; *permit required from State House Annex Building, Providence*).

Nayatt Point, on Washington Rd. at 2.1 *m.*, extends southeast into Narragansett Bay. It was the nearest approach of the territory of the Wampanoag Indians to the Narragansetts, who occupied the lands at and adjoining Conimicut Point in Warwick, opposite Nayatt. In a deed of March 29, 1653, Miles Standish, founder of the town of Duxbury, Massachusetts, was named a proprietor of Sowams, and he established a Barrington estate at Nayatt Point. Prior to the Revolutionary War, salt works were established on the Point by Matthew Allen. A pond excavated on the shore of the bay filled during spring tides, and from it the water was pumped to evaporating vats. How long the manufacture of salt was continued is not known, perhaps for only a short time, as salt could be obtained elsewhere much more cheaply. Matthew Allen was in command of the Barrington militia during the Revolution. The first call to active service came from Boston with news of the battles at Concord and Lexington on April 19, 1775. The following day the Barrington soldiers marched to give aid to Massachusetts; they were stationed at the embankments in Roxbury, Massachusetts.

The discovery of clay fields at Nayatt Neck led to the manufacture of clay bricks, and a brick factory was opened in 1720 by Matthew Watson (*see below*). In 1848, a group of Providence business men, after testing the clay pits, erected buildings and ovens, and continued for a time the manufacture of clay bricks.

In the mid-nineteenth century, when the Point was first developed as a summer resort, steamboats made daily trips between Nayatt and Providence. Nayatt Point is now a summer colony of many fine residences.

From the end of Washington Rd. at 2.1 *m.* (L) on Nayatt Rd. On this road at 2.4 *m.* (L) is the *Rhode Island Country Club* (*guest fee* \$3 and \$5 a day), a beautiful and spacious clubhouse with an 18-hole golf course. This club was established in 1911, and is an exclusive organization for professional men.

At 2.9 *m.* (L) on Nayatt Rd. are the remains of the foundation of the *Matthew Watson House*. This was a brick structure (1745), for which the bricks were made in Watson's own works a little north of the house, on the bank of Mouschochuck Creek, and the lime was made by burning clam and other shells found along the beach. Matthew Watson supplied Bristol and Newport with the product of his brick kilns. From Newport the bricks were shipped to New York, and the brick mansions of some of the old families of Manhattan were made of Barrington clay.

At 3.4 *m.* (R) is Bay Rd. which leads to *Barrington Beach* (*public: nominal parking charge and bath-house fee*), 3.8 *m.*, a fine sandy beach owned and maintained by the town.

At 6.2 *m.* is the junction with State 114, about 0.5 *m.* north of the village of Barrington (*see Tour 5*).

T O U R 6 : *From MASSACHUSETTS LINE (Fall River) to JUNCTION WITH STATE 114 (Newport), 14.5 m. State 138.*

Via Tiverton and Portsmouth.

Good hard-surfaced roadbed, mostly three lanes wide.

STATE 138 crosses the Massachusetts Line about 3 miles south of Fall River, Mass., and runs for about 4 miles along a ridge overlooking Mt. Hope Bay and the Sakonnet River. From Tiverton it crosses onto the Island of Rhode Island, passing through a prosperous countryside of farms, nurseries, and summer homes.

At 0.3 *m.* is the small village of NORTH TIVERTON (alt. 180, Tiverton Town).

On State Ave., left of the center, is *Bourne Mill* (*not open*), incorporated in 1881, a five-story structure of granite that was quarried from a ledge within a hundred yards of the building site. This plant, the largest in the township, employs nearly a thousand workers, operates 2400 looms and 84,000 spindles, producing annually about 25,000,000 yards of sateens, twills, and pongees.

The *North Tiverton Baptist Church* (R), on State 138, is a small weather-beaten frame edifice, erected in 1867, and formerly known as Benefit Hall. The Reverend George W. Giles, of the Baptist Temple in Fall River, became interested in Benefit Hall, and brought about its rededication as Temple Chapel in 1885. For about a quarter-century after 1891 the Chapel had student pastors from Brown University. The Baptist Temple of Fall River discontinued its aid and guidance in 1916, and in May, 1916 the name was changed to the present one.

At 0.6 *m.* is a panoramic view of the surrounding country; right is the former Mount Hope, now Bristol, where once resided Massasoit and

Philip, celebrated sachems of the Wampanoags. The delicate lines of Mount Hope Bridge are silhouetted against the sky, stretching from the mainland to the shores of Portsmouth. To the south, across the placid waters of the Sakonnet River, in a purple haze are the hills of the Island of Rhode Island, looming above the bay. Left, the landscape is covered with forest growth, which is especially beautiful during the autumn when the trees are bedecked with their multi-colored foliage.

The *Joseph Hicks House*, 1 m. (L), a two-story white frame building, originally had two brick sides and was called the Brick House. Joseph Hicks began to build the place in 1788, but died before it was completed. The house, unoccupied for a long time, was said to have given forth such strange noises that it was locally referred to as the Haunted House. Extensive repairs were made to the structure in 1893, so that very little remains of the original building.

At 1.6 m. is the junction with an unpaved lane.

Left 0.3 m. on this lane to the underground concrete *Pocasset Hill Reservoir*, of 1,550,000 gallons capacity. No filtering or chemical treatment is necessary to purify the water that remains underground until it is drawn from the tap by the consumer. The plant was completed in June, 1928; it serves North Tiverton, but agitation is under way to have the system extended to the southern section of the township.

At 2.1 m. is the junction with unpaved Mile Rd.

Left on this road; left again on Fish Road, and then right on Eagleville Road to the deserted village of EAGLEVILLE, where are the foundations of what was once a flourishing mill center. This part of Tiverton was once known as Pocasset Great Lot; in 1827 a cotton and a woolen mill were erected. Manufacturing flourished until about 1861, when a fire destroyed the woolen mill. The village gradually dwindled, until now a single dwelling remains in this one-time busy little community.

An important event in King Philip's War took place in Eagleville on July 18, 1675. There had been about 18 days of conflict between the Indians and the settlers in the southern part of Tiverton township, and as the Indians fought their way northward they were routed from an ambush east of Fish Road and west of Stafford Pond. This engagement caused Philip to flee into central Massachusetts, leaving behind some 100 wigwams, and as many warriors who were made captive.

Wanton Upper Farm, 2.5 m. (R), was one of the numerous possessions of the Wanton family of Newport (see *NEWPORT*); it has been occupied since 1740. The two-and-a-half-story *Farmhouse* on the estate, built about 1840, is an impressive frame structure, with four Ionic columns, two stories high, on the front. The interior is beautifully furnished with articles brought from all parts of the world by sea captains.

The *Nannaquaket Grange Hall*, 2.9 m. (R), is a plain little frame building erected about 1860. It is on the site of a Friends' meeting-house that was erected about 1700, used as a hospital for American soldiers during the Revolution, and destroyed by fire in 1860. On the south side of the hall, enclosed by a stone wall, is the *Friends' Burial Ground*, dating back to 1747 and containing moss-covered graves of the early Quakers.

At 3.2 m. is the junction with Riverside Drive.

Right on this drive is a little summer colony. The drive extends along the banks of the Sakonnet River, on whose shores is centered Tiverton's fish and quahaug industries.

The *John Howland House*, 3.6 m (L), was built previous to 1759. It is a small one-and-a-half-story white frame structure, with gambrel roof and central chimney; on the front is a modern, roofless veranda. John was the son of Daniel Howland who, with 26 others, was named in the articles of Tiverton's incorporation in March, 1692.

At 3.7 m. is the junction with Lawton Ave.

Left 0.3 m. on this avenue, at the cor. of Highland Ave., are the *Remains of Fort Barton*, high on a hill above the road. Little is left of these Revolutionary earthworks, but the view from the hilltop repays the effort to reach it. To this hill, in August, 1778, came Generals John Sullivan, Nathanael Greene, and Lafayette, to observe the masterly retreat of the Americans from the battle of Rhode Island, which was fought on the hills of Portsmouth to the westward.

The fort was named for Colonel William Barton, who, on the night of July 9, 1777, captured the British General Richard Prescott in Portsmouth (*see Tour 5*).

Behind the Town Hall, on the southwest cor. of Lawton and Highland Aves., is a *Cemetery*, laid out as the 'Ministry Lot' in 1680; few of the headstone inscriptions are legible.

The village of TIVERTON (alt. 20, township pop. 4578), 3.7 m., is the governmental center of the township, which was probably named for Tiverton, England. Governor Bradford and associates of Plymouth secured an English patent to this area in 1629; they also purchased the land from the Pocasset Indians. In March, 1680, Governor Winslow of Plymouth conferred the tract, by a 'Grand Deed' upon eight persons, who became the Pocasset Proprietors. After this date Tiverton was settled by colonists from the Massachusetts town.

In 1691, Tiverton, then known as Pocasset, was included in Bristol County, and was in March, 1692, incorporated as a Massachusetts town. It then had freemen or legal voters. Tiverton was annexed to Rhode Island in 1746, but a part of it was annexed to Fall River, Mass., in 1862.

The town was the scene of considerable activity during the Revolutionary War, especially during the 34 months that the British held the island of Aquidneck, because Tiverton then became an asylum for Americans fleeing from the occupied territory. The town was made a mustering point for Colonial forces gathered to drive the British off the Island of Rhode Island. In October, 1778, the British galley 'Pigot' of two hundred tons, armed with eight 12-pounders, blockaded the Sakonnet River. Major Silas Talbot, in a small sloop, with two 3-pounders, and 60 men under Lieutenant Helme, descended the Sakonnet on the night of the 28th, and, after passing Fogland Ferry under cover of darkness, surprised the 'Pigot' and captured the whole crew without the loss of a man on either side.

Tiverton is chiefly an agricultural community though it has always paid some attention to fishing. Boat building was carried on here at one time, and from 1878 to 1909 the manufacture of menhaden oil and guano were profitable industries. Although cotton and woolen mills were established

in the township as early as 1827, only one mill is now in operation. In recent years Tiverton has become favorably known as a summer resort. The village of Tiverton is clustered around the eastern end of Stone Bridge, and on the steep hills rising near the shore.

Near the bridge is the junction with State 126 (*see Tour 6A*).

Stone Bridge, 3.8 m., connects Tiverton with the Island of Rhode Island. A ferry was established in 1640 at this point, probably the first regular ferry to be commissioned in Rhode Island. It was locally referred to as Howland's Ferry, but was also called Pocasset Ferry, Sanford's Ferry and Wanton's Ferry. It was run by the Howland family from about 1703 to 1776. The ferry-right was sold to the Rhode Island Bridge Company in 1794, and a wooden bridge was built and opened the next year, though it was not steadily in use until 1810. The present steel bridge was constructed by the State in 1907.

From Stone Bridge, *The Hummocks* and *Common Fence Point* are visible (R), exclusive summer colonies that project into the Sakonnet River; left is the expanse of the Sakonnet River itself, with GOULD ISLAND, or Golding's, near the eastern shore. The island was the *Site of Owl's Nest Fort*, built by the colonists during King Philip's War.

Southwest of Stone Bridge the route passes through the eastern part of the Island of Rhode Island, a prosperous farming country, with many attractive summer homes, wooded hills, and seascapes.

Island Park (*open in summer, bathing, concessions; dancing Mon., Fri., Sat., 35¢*), 4.7 m., is a small summer resort and amusement park.

At 5.1 m. is the junction with paved Boyd's Lane.

Right on this lane 0.4 m. is (L) an old piece of the road, from which can be reached (*difficult to find; inquire of residents*) the *Site of the First Portsmouth Settlement*, indicated by a bronze tablet at Founder's Brook. Anne Hutchinson was the moving spirit in the group of colonists who were exiled from Massachusetts after her brother-in-law, the Rev. John Wheelwright, was found guilty of preaching a seditious sermon during the Pequot War. With her husband and their sixteen children she came with those who made the first settlement in Portsmouth, in 1638. She was a brilliant and talented woman of a bold and courageous temperament. Her name stands with that of Roger Williams for the principle of free speech. The tablet on Founder's Brook bears the words of the original Portsmouth compact of government, and the names of its 23 signers. The tablet rests on pudding-stone rock from which the founders are said to have addressed the members of the Colony on town affairs. Leading up to the memorial boulder is a pathway, the paving stones of which were contributed by lineal descendants of the founders of Portsmouth. Partial excavations near-by have revealed the foundations of the early houses of the Hutchinson settlement.

At 5.8 m. is the junction with paved Sprague St.

Right 0.2 m. on this street is a lane leading (L) 0.1 m. to the *Site of Fort Butts*, erected by the British in 1777, and occupied by the Americans in 1778 as the island base of the Continental Army under General John Sullivan in the battle of Rhode Island (*see below*). The line of the works, marked by tablets, can still be traced.

The *Dennis House*, 6.4 m. (L), a two-and-a-half-story clapboarded frame building with gambrel roof, was built about 1760. One day while exer-

cising with a sword, Lafayette, who established headquarters here in 1778, managed to break a plate, which is in the possession of the present occupant of the house.

The *Portsmouth Public Library* (*open weekdays 9-6*), at 6.8 m. (R), a plain one-story frame structure built in 1898, houses a modest collection of fiction and reference books. The library is the outgrowth of the Thursday Evening Club, a discussion group founded in 1893.

The village of PORTSMOUTH (alt. 60, township pop. 2969), 6.9 m., clusters around a few stores on a street intersection. Portsmouth Township was probably named for Portsmouth in the county of Hampshire, England. It was founded in 1638 by 19 colonists from Massachusetts Bay Colony, under the leadership of John Clarke and William Coddington (*see History*). The first settlement was made in 1638 at the north end of the island, by what is now called Founder's Brook (*see above*). Here a body politic was formed on democratic principles, in which no one was to be 'accounted a delinquent for doctrine.' Meetings of the settlement were held whenever occasion demanded, which in the early days was frequent. The colony flourished and soon received a larger group of settlers from Massachusetts, who came with Anne Hutchinson (*see above*).

In May, 1639, William Coddington, Nicholas Easton, John Clarke, and eight others moved to Newport and carried with them the Pocasset (Portsmouth) records to that date, which explains why the history of Newport begins with the settlement of Pocasset. After this group left, a new political organization was formed by the thirty-one remaining colonists. In 1640, Portsmouth and Newport were joined under a common government (*see NEWPORT*).

During the Revolution the people of Portsmouth suffered greatly from the oppressions of the enemy, their property and their lives being at the mercy of the English troops. The town was the scene of two important events during the war — the capture of General Prescott (*see Tour 5*), and the battle of Rhode Island. In the latter battle, the American troops under General John Sullivan on August 10th crossed from Tiverton by the ferry operated at the point where Stone Bridge now is, and drove the British back into their entrenchments at Newport. After holding them there for some weeks, it was decided to evacuate the island, because of the lack of co-operation from the French fleet (*see NEWPORT*); it was during this retreat that the battle of Rhode Island was fought, August 29, 1778. After the battle, which was practically a draw, the American forces recrossed by ferry to Tiverton, retreating without loss. The British evacuated the island in October, 1779.

The earliest activities of Portsmouth were farming and shipbuilding, but the fisheries of the adjoining waters have for some time constituted an important source of revenue to many inhabitants. The coal field in the western part of the township has produced a combustible coal and at one time a large business was carried on. Coal-mining was introduced

here about 1800, but the product required special apparatus and powerful blast to burn it, and it was little used except in smelting furnaces; the mines were abandoned in 1911. In recent years the township has witnessed a considerable increase in the number of summer homes and of permanent residences of people who work in near-by cities.

Quaker Hill, 7.5 m., was the site of important British fortifications during the Revolution. From the summit of the hill, the picturesque heights of Tiverton and the peaceful undulations of Little Compton are seen to the east.

The *Quaker Meeting-House*, 7.6 m. (R), a plain two-and-a-half-story frame building, with a hip roof, and a lean-to on the south side, was erected about 1702. The interior has been refitted in a more ornate style than is common to the meeting-houses of this sect. The house was used as a barracks by Hessian troops during the British occupation of Rhode Island. The Friends' Boarding School, founded here in November, 1784, was moved to Providence in 1819, becoming the Moses Brown School (see *PROVIDENCE*). Behind the meeting-house is a half-acre cemetery, surrounded by a plain stone wall. The older graves are marked by unhewn slabs of native stone, devoid of any ornamentation, polish, or inscription.

The *Union Meeting-House*, 9.9 m. (R), erected about 1865, is a tall two-story frame structure with its gable end facing the road. The Rhode Island Union Society, incorporated in 1821, decided that the names by which churches and religious societies are commonly called have a tendency to divide the Christian community into sects, pernicious to pure and undefiled religion; therefore they later agreed to call their church the Union Meeting-House.

At the northwest cor. of State 138 and Union St., 10 m., is the *Site of the First Skirmish of the Battle of Rhode Island*, marked by a granite memorial stone. Here an American advance detachment ambushed a superior force of English troops, and killed a large number before retreating to their main line.

At 12.9 m. is the junction with paved Aquidneck Ave., from which several connecting roads run to the main points of interest in east Middletown Township.

Left on Aquidneck Ave. 0.9 m. is the junction with paved Green End Ave.; left here 0.5 m. to the *Honyman House* (L), a small one-and-a-half-story frame building erected in 1742 that was once the home of the Reverend James Honyman, rector of Trinity Church, Newport, from 1704 to 1750. Mr. Honyman was a popular minister, 'a gentleman well calculated to unite his own society, which grew and flourished exceedingly under his charge, as well as to conciliate those of other religious persuasions, all of whom he embraced with the arm of charity.' His daughter, Elizabeth, married William Mumford of South Kingstown, the ceremony being performed by Dean Berkeley. James Honyman, Jr., Attorney-General of the Colony (1732-40), was King's Advocate for the Court of Vice-Admiralty from 1764 to the Revolution. After the British evacuated Rhode Island, the Honyman property was confiscated by the State.

At 0.6 m. on Green End Ave. is the junction with Berkeley Ave.; left 0.3 m. on the latter is *Whitehall* (open July 1 to Sept. 15, 10-6; adm. 25¢), the estate purchased

by Dean George Berkeley in 1729 and named by him for the residence of the King of England. There was on the place at the time a 17th-century farmhouse, which the Dean enlarged to accommodate his household. When the place was acquired in recent years by the Colonial Dames it was a two-story frame structure with a lean-to, in bad repair. While the original timbers have been used as far as possible in the restoration, the present structure is probably somewhat more elaborate than was that occupied briefly by the Dean. The rooms are still low-ceiled and the fireplaces are large. The house contains many fine old furnishings and valuable relics.

Dean Berkeley left England in September, 1728, to establish a college in Bermuda to train pastors for the Colonial churches, and missionaries for work among the Indians. The ship lost its course at sea and arrived at Newport in January, 1729. Six months later Berkeley and his wife established their residence here. In the summer of that year the first chapter of his book 'Alciphron' was written. 'Alciphron' or the 'Minute Philosopher,' in two volumes, contains a defense of the Christian religion against the attacks of those who were called free-thinkers, and a lengthy description of English scenes and customs set down as if they took place in Rhode Island. After Berkeley in 1731 discovered that support of the English government for the proposed American college was not forthcoming, he returned to England, giving his library of 880 volumes to Yale College. The house was also given to the college, and its rent for many years provided a scholarship known as 'The Dean's Bounty.' At one time Whitehall was a public-house, kept by a Mr. Anthony, whose daughter became the mother of Gilbert Stuart, the artist (*see Tour 1*).

Green End Ave. ends at Indian Ave., 2.1 m.; right on the latter, at the corner of Vaclause Ave. is (R) *Berkeley Memorial Chapel*, 2.2 m., a field-stone structure in English Gothic style, consecrated in 1887. The interior of the chapel and chancel is of rough stone; the chairs and hassocks, imported from England, were patterned after those in St. Paul's Cathedral, London. Stones from Cloyne Cathedral, and from the island of Iona are set in the porch. Adjoining the chapel is an attractive cemetery.

On Indian Ave., at 2.5 m. (L), is *Boothden*, a two-and-a-half-story frame building, with many gables, erected in 1883 by Edwin Booth, the actor and tragedian.

On Aquidneck Ave., south of the junction with Green End Ave., is at 2.2 m. the junction with Purgatory Rd., beside *Atlantic Beach* (*bathing, concessions at nominal charge*). The west end of this beach, lying in the City of Newport, is called *Newport Beach*.

Left on Purgatory Rd. to *St. George's School*, 2.8 m. (L), a private seminary for boys, founded in 1896 by the Reverend John Diman. The large, tree-shaded campus consists of 11½ acres, and the buildings are mostly in the Georgian Colonial style, unpretentious but comfortable and homelike. The old school, the original building of the group, is the central unit, and connected with it by a covered walk is King Hall, which contains a magnificent oak-paneled dining-room, from the walls of which hang silk flags of the 13 original Colonies. The *Chapel*, in the rear, is a large structure in English Tudor style, dedicated in April, 1928. It has a crenelated polygonal turret.

At 3 m. on Purgatory Rd. is the junction with Tuckerman Ave.; a short distance R. on the latter is *Purgatory*, a large fissure of forbidding aspect in a bed of conglomerate. The chasm is 160 feet long, from 8 to 14 feet wide at the top, and from 2 to 20 feet at the bottom. On a boulder near the chasm are many bowl-depressions that look like the marks of an ax, and some others that resemble footprints.

According to legend, one night in Wickford (*see Tour 1*), Hobomoko, the Indian Satan, accosted an Indian squaw who had murdered a white man. He begged the favor of her company for a short distance, and, seizing her by the arm, dragged her along. Then, grasping her firmly by the waist, the fiend made one or two fierce stamps on the ground, and flew with his victim toward Purgatory. When they landed near here, the squaw showed fight and the Devil was forced to bump her

head against the boulder, and finally to draw his tomahawk. He bumped and bumped, chopped and chopped, until he had chopped her head off, and then ran up on the ledge with the body and threw it into the chasm. The bowl-like depressions show where he bumped the squaw's head, the ax-marks where the tomahawk struck, and the footprints in the vein of stone where he ran with his victim's body to the edge of Purgatory.

At 3.1 *m.* on Purgatory Rd. is the junction with Paradise Rd.; 0.2 *m.* left on this road is the *Easton Farm*, once the estate of Nicholas Easton, one of the founders of Newport in 1639. A stone marked 1640 is set in the wall at the entrance gate, and there is a marker with the following inscription:

Here lie buried
Mary
Daughter of Roger Williams
and her husband
John Fayles.

At 3.1 *m.* Purgatory Rd. becomes Hanging Rock Rd. Right is *Second Beach*, about 2 miles long, with good surf bathing but no bathhouses.

The *Hanging Rocks* on Hanging Rock Rd. (L) at 3.6 *m.*, are an immense mass of stone that far overhangs the base. These rocks are about 50 feet high and extend inland for about 1 mile. A fissure called the Lion's Mouth is where Dean Berkeley sat and composed some of his works, including 'Alciphron.'

At 4.3 *m.* on Hanging Rock Rd. is the junction with Third Beach Rd.; right 0.2 *m.* on this road is *Third Beach* (bathing; bathhouses only for club members).

The village of MIDDLETOWN (alt. 100, township pop. 2550), on State 138 at 13.6 *m.*, is composed of many widely scattered houses. Middletown Township, so named because of its central position on the Island of Rhode Island, owes its existence to the feeling of jealousy and opposition that is sure to arise between those who dwell in the 'compact part' of a town and those who live in 'the woods.' In Newport more than a century elapsed before the feeling became sufficiently strong to necessitate a division. Middletown was taken from the limits of what was formerly the town of Newport, and incorporated in August, 1743.

During the Revolution, on December 8, 1776, a British fleet of 11 ships under Sir Peter Parker, landed on the shores of Middletown, and after a night of pillage marched into Newport. During the three years the enemy held the island, business and commerce was nearly at a standstill, and more than a quarter of the town's inhabitants were driven away.

During the War of 1812, at the end of May, 1814, the British man-of-war, 'Nimrod,' of 18 guns, chased a Swedish brig with a cargo of molasses from the West Indies into the east passage of Narragansett Bay. The brig ran aground on Third Beach, and the crew escaped ashore, except for the captain, who could not swim. Next morning men came out from Newport and set up a 6-pounder gun on the beach; the 'Nimrod' came in and fired some 300 shots at the brig, the last shot, a ricochet, killing a man who had gone out to rescue the captain.

There are few native trees now growing in the township, the original forests having been cleared away to make room for farms. The inhabitants are mostly engaged in agricultural pursuits, especially in nurseries. As in the case of Portsmouth, the town is developing into a summer resort.

At 14.5 *m.* is the junction with State 114 (see *Tour 5*), 2 miles north of Newport.

T O U R 6 A : *From* TIVERTON *to* SAKONNET POINT,
13 m., State 126 and Sakonnet Point Rd.

Via Tiverton Four Corners.

Good hard-surfaced roadbed, mostly three lanes wide.

STATE 126 runs south from Stone Bridge in Tiverton, through an attractive rolling countryside with many good views of lower Narragansett Bay.

State 126 branches south from State 138 in Tiverton (*see Tour 6*), near the end of Stone Bridge, where the Tiverton *World War Monument* stands (L) in a small triangular grass plot. The memorial, a life-sized bronze statue of an American soldier, stands on a granite base. Right is the Sakonnet River, an inlet of the sea that can be considered one of the branches of Narragansett Bay.

At 0.2 m. (L) is *Holy Trinity Church*, a small stone edifice in English Gothic design, erected in 1917, with mullioned windows. The parish was organized in 1712 by the Reverend James Honyman, who became rector of Trinity Church, Newport, in 1704 and served in that capacity for nearly half a century. For eight years after assuming his pastorate in Newport he made weekly visits to Little Compton, eventually establishing the Episcopal church in this town.

The highway bears left at 0.7 m., across the northern end of Nannaquaket Pond. GOULD ISLAND, which has the same name as a larger island in the main part of Narragansett Bay between Newport and Jamestown, is seen offshore (R). The smaller island was the scene of a King Philip's War skirmish in which Captain Benjamin Church was rescued from the Indians by a Captain Golding, for whom the island was presumably named.

The *Lafayette House* (*private*), 2.6 m. (L), is a large two-story frame structure, the northern end of which was built in 1735, the southern end some 30 years later. A piazza now extends around two sides, and two large elm trees adorn the peaceful front lawn. For a short time during the Revolution this house was used as headquarters by the Marquis de Lafayette.

At 3.1 m. (L), close inspection reveals a *Cellar Hole* above which once stood the commissary headquarters of the American troops during the Revolutionary campaign in which the battle of Rhode Island (1778) was fought (*see Tour 6*).

The *Robert Gray House* (*private*), 3.6 m. (L), is a very plain, two-and-a-half-story square house, gray in color with a white trim, that was once the home of Captain Robert Gray, the first American to enter the Columbia River (1792). Captain Gray was also the first to carry the American flag around the globe (1789-90). Gray's voyage into the Columbia River

gave the United States one of its claims to the Oregon Territory, which was the subject of dispute with Great Britain until 1846.

In the small village of TIVERTON FOUR CORNERS (alt. 20), 4.3 m., is the junction with Sakonnet Point Rd. State 126 bears left into Adamsville (*see below*). On the southeast corner of the intersection, lying on the ground near an old building, is a *Whipping-Post*, said to have been last used about 1800.

South of Four Corners on Sakonnet Point Rd. is, at 5.6 m., the junction with a side road.

Right about 1 m. on the latter is Fogland Point, the *Site of Fogland Ferry*, or Almy's Ferry, to Portsmouth. On January 2, 1707, Captain Thomas Townshend petitioned for the right to run a ferry from Puncatest Neck to Portsmouth. The court granted the privileges of said ferry to Job Almy, stepson of Captain Townshend, he to give bond and provide a good boat with sails and oars. Almy's Ferry is mentioned in legislative acts, fixing rates of ferriage, of 1747, 1752, and 1767. The ferry service was interrupted during the Revolution, when a British man-of-war hovered in the channel, and it is doubtful whether it was ever re-established, though small private boats were later run to accommodate neighbors. In this vicinity the British maintained fortifications during the Revolution. Previous to the Revolution this area was the scene of the battle of Fogland, in King Philip's War.

On *Windmill Hill*, at 5.9 m., is the Tiverton-Little Compton boundary line. Little Compton has some of the most attractive rural and seaside landscapes in the State.

The *Amasa Gray House* (*private*), 8.7 m. (R), is a large, rambling, gable-roofed building, probably built about 1684. With the exception of the ell on the south side, the house remains nearly in its original form.

At 8.9 m. is the junction with a narrow dirt lane.

Right a short distance on the lane to *Treaty Rock*, on the Richmond Farm (*permission necessary to visit*). This is an immense flat rock marking the site where, during King Philip's War, Colonel Benjamin Church met Awashonks, squaw-sachem of the Sakonnet Indians. Church persuaded her to keep out of the war.

Near the lane leading to Treaty Rock is the junction with paved Meeting-House Lane.

Left from Sakonnet Point Rd. on Meeting-House Lane is, at 0.7 m., LITTLE COMPTON COMMON (alt. 100, township pop. 1383), the center of the township. Little Compton was named for a village in Warwickshire, England; the original, or Indian, name was Saughkonet ('the black goose comes'). The Indians possessing the area were known to the whites by the name they gave the haunt of the black goose. The squaw-sachem Awashonks, who seems to have been beloved by her people, was one who in her business and treaty relations with the whites is said to have regarded her obligations as sacred. An important compact was made between Awashonks and Colonel Benjamin Church on August 1, 1675, with reference to the attitude she and her people should maintain in the King Philip War and toward the proposed settling enterprises of the white men, then scarcely begun. This compact was of signal importance in its bearing upon the issues of those times and is a great credit to Colonel Church, the diplomat. It was one of Awashonks's subjects, Alderman, who killed King Philip, bringing to a close the King Philip War. Little Compton, incorporated by the Plymouth Colony in 1681, was one of the five towns annexed to Newport County, R.I., in 1747. A settlement probably existed here before 1674, which is the recorded date of the first white man's habitation in the town, but it was not until 1677, after the King Philip War, that permanent settlements were made on the farms that had been allotted four years before. The

first post-office in the town, established in 1804, was given the name of the town but on March 8, 1847, the name was changed to Adamsville. The form of the southern part of the 20 square mile township is that of a peninsula inclining to a point. The soil is generally of a deep, rich loam and quite productive. Considerable attention is given to agriculture, especially market gardening, and the fisheries are the source of great profit.

The site of the Common, now a closely built-up village centered around an old graveyard and several churches, was chosen for settlement in March, 1677, when the Sakonnet Company of Proprietors selected a parcel of land near the center of their property and gave it the name still used for the village and its vicinity.

The *Town Hall* on the Common is a two-and-a-half-story, frame structure, square in plan, built in 1882. It is used as a public hall, and holds the public records, the public library, and the town's legislative and judicial offices. The *Public Library* contains 7000 volumes (*open Wed. 1-5, Sat. 2-5 and 7-9*).

The *Josephine Wilbur School* or Central School, on the Common, is a one-story stone structure containing twelve classrooms, a library, a home economics room, and an auditorium seating 325. This building houses the grammar and high school facilities of the township.

The *Brownell Library* (*open*) is maintained by the estate of Pardon Brownell. The *United Congregational Church* was organized November 30, 1704; the *Methodist Episcopal Church* in 1820-25; and *St. Catherine's Church* (R.C.) in 1930.

On the Common is also a white marble *Memorial to Elizabeth Alden Pabodie*, the first white woman born in New England. The old cemetery on the Common contains many historic gravestones, one being in remembrance of the famous Indian fighter, Benjamin Church. There is also a stone to 'Elizabeth, who should have been the wife of Simeon Palmer.' Said Elizabeth was, probably to the disappointment of those who scent a scandal in the inscription, legally the wife of Simeon, an 18th-century character of some importance in the town, but a man of such difficult disposition that she confined her wifely duties as far as possible to the repairing of his socks and the cooking of the family meals.

Between Little Compton Common and Adamsville, the road turns a number of right-angle corners (*follow signs*).

At 5.4 m. is the junction with State 126; left about 1 mile on this highway is the *Free Will Baptist Church* (L), a large stone building erected in 1841, by a parish founded about 1680.

From the above intersection continue east on State 126 into the small village of ADAMSVILLE (alt. 20, Little Compton Township), 5.6 m. from Sakonnet Point Rd. which practically stands on the Massachusetts boundary line. In 1788, Samuel Church settled in a small village on the eastern boundary of Little Compton and built the first country store; this can be regarded as the beginning of Adamsville. Isolated as it is from the rest of the town to which it belongs, the social and commercial interests of the village are more closely allied to those of the region to the eastward, in Massachusetts, and to the northward, in Tiverton, than to the town of which it is geographically and politically a part.

In the center (R) is the *Rhode Island Red Hen Monument*, a pointed granite stone on which is a bronze plaque commemorating the origin of this notable breed (*see Agriculture*).

At 10.2 m. on Sakonnet Point Rd. is the junction with a dirt lane.

Right a few yards on this lane is the *Elizabeth Pabodie House*, a plain two-and-a-half-story frame building erected about 1681 that was once the home of Elizabeth Alden, daughter of John Alden and Priscilla Mullins of Plymouth, who married Walter Pabodie, the first town clerk of Little Compton. The old house has been much rebuilt; it is now a private residence.

Beside Sakonnet Point Rd. at 10.5 m. (R) is a boulder about 2 feet high marking the *Site of the First Benjamin Church House*; Church was the Indian fighter who led the small band that finally captured King Philip

in the summer of 1676. The final acts of the victors in this war, which had resulted from the first flagrant violation of an agreement between the Europeans and the aborigines, set the tone for future relations between the races and undoubtedly had permanent influences on the attitude of the Indians in dealing with the expropriators of their lands. Captain Church described the final scene thus:

So some of Captain Church's Indians took hold of him [Philip] by his stockings, and some by his small breeches, being otherwise naked, and drew him through the mud to the upland; and a doleful, great, naked, dirty beast he looked like. Captain Church then said, forasmuch as he had caused many an Englishman's body to be unburied, and to rot above ground, that not one of his bones should be buried. And calling his old Indian executioner, bid him behead and quarter him. . . . And so he went to work, and did as he was ordered. Philip having one very remarkable hand, being much scarred, occasioned by the splitting of a pistol in it formerly, Captain Church gave the head and that hand to Alderman, the Indian who shot him to show to such gentlemen as would bestow gratuities upon him; and accordingly he got many a penny by it.

At 10.7 *m.* is the junction with paved Swamp Rd.

Left about 0.5 *m.* on Swamp Rd. to *Wilbur's Park (open)*, a pleasant natural area with a number of hiking trails, and a large *Rock* where Captain Church held one of his numerous parleys with the Indians in the late 17th century.

Sakonnet Rd. turns right at 11.4 *m.* and ends at SAKONNET POINT, 13 *m.*, a picturesque little fishing village and summer resort that somewhat resembles Siasconset on Nantucket Island, Mass. From the Point itself is a broad view of the ocean to the southward, and of the southern end of the Island of Rhode Island to the west. The tower of the chapel of St. George's School in Middletown is seen from many places along the road near the Point. There are no public bathing facilities in this immediate vicinity, but boating and fishing trips can be arranged (*public beaches on the south shore of Little Compton eastward of the Point*). Sakonnet has a rather exclusive summer colony, though it is much less pretentious than the colony on the south shore of Newport.

T O U R 7 : *From NEWPORT to SAUNDERSTOWN, via JAMESTOWN (on Conanicut Island).*

Two short ferry trips, total about 5 miles; State 138 across the island, and from Saunderstown ferry landing to junction with US 1, 1.4 *m.*

The village of Jamestown is on Conanicut Island in the middle of Narragansett Bay; reached by ferry either from Newport on east side of the bay or from Saunderstown on west. Each passage takes about 20 minutes.

Newport to Jamestown; ferries leave Newport at Market Square, foot of Mill St., every hour on the half-hour; connection with the *Jamestown-Saunderstown* ferry at the dock on west side of the island, leaving every hour on the hour.

Saunderstown to Jamestown; ferries leave Saunderstown from dock on State 138, a few rods east of US 1, every hour on half-hour; easy connection with the *Jamestown-Newport* ferry at dock on the east side of the island, leaving every hour on the hour. Auto toll on ferries calculated on wheel-base, average 90¢; extra passenger fare 15¢ each. State 138, crossing island, paved, year-round road.

FROM the stern of the ferry, as it leaves the slip at the foot of Mill St., Newport, there is a wide view of the historic city of Newport and its harbor. In season, all varieties of sail and power boats from dories and outboards to the schooners and yachts of transient millionaires crowd the waters. As the ferry progresses, *Fort Adams* (see *NEWPORT*) is seen on a spit of land jutting out from the mainland (L). The ferry goes through a passage between GOAT ISLAND (L), where is a *United States Torpedo Station*, and ROSE ISLAND (R), the *Site of Fort Hamilton* (see *NEWPORT*). The old mounds are visible from the ferry. A short distance away (R) on COASTER'S HARBOR ISLAND near the mainland is a *United States Naval Training Station* and the *War College* (see *NEWPORT*).

CONANICUT ISLAND

CONANICUT is about 9 miles long, with an average breadth of 1 to 2 miles; it was named in commemoration of Canonicus, sachem of the Narragansetts at the time Roger Williams came to Rhode Island. The island was purchased from the Indians in 1656 by Benedict Arnold, William Coddington, and others; Jamestown Township, which includes two smaller islands, Dutch and Gould, was incorporated in 1678. The early settlers on the island were for the most part English Quakers, the Society of Friends being the only religious group of importance on the island until the 19th century. At present nearly a third of the present population is of Portuguese origin, but many of the old farmhouses on the island are still held by descendants of the early settlers.

The early community was essentially agricultural, sheep-raising being the leading occupation; the sheep were exported through Newport, in the Colonial period one of the leading seaports in North America. Since the last quarter of the 19th century, Conanicut has been chiefly a popular summer resort, though dairying is engaged in on ten or a dozen farms. Harrison S. Morris, author of 'The Landlord's Daughter' and Charles W. Stork, poet ('Sea and Bay,' 1916), are summer residents of Jamestown, and John S. Monks, painter of pastoral scenes, and William T. Richards, marine artist, were formerly members of the summer colony.

JAMESTOWN

JAMESTOWN (alt. 135, town pop. 1599), originally spelled James Towne, was named for King James II of England.

Transportation. Newport ferry pier at east end of Narragansett Ave., State 138.

Information. Board of Trade, Town Hall, Narragansett Ave.

Accommodations. Three hotels and many boarding-houses, the majority open only in summer.

Amusements and Recreation: Swimming. Town Beach on Mackerel Cove, 1.5 miles south of village center. *Golf.* Beaver Tail Country Club, 3 miles south of center. *Fishing.* Bluefish in bay, tuna and swordfish offshore, boats available at reasonable rates. *Yachting.* Conanicut Yacht Club, Walcott Ave. Weekly sailboat races in summer.

Annual Events. Last Sunday in June, Portuguese celebration of Holy Ghost Fiesta; morning mass at St. Mark's Church, Narragansett Ave., followed by ceremony in Holy Ghost Hall, and afternoon feast.

The compact part of the village clusters around the ferry landing, though a fairly closely built residential area extends along some streets to the west and south.

Straight ahead from the landing are three large frame hotels. Left, a tangle of summer residences stretches away toward Beaver Tail, and right are more residences and part of the farming area of the island.

From the ferry the direct route across the island is Narragansett Ave., State 138, which follows the course taken by George Washington in March, 1781, when he visited Newport to confer with Rochambeau about plans for the southern campaign, which resulted in the defeat of Cornwallis at Yorktown, Va.

At Conanicut Ave. is the junction with the route circling the island (see *Tour 7A*).

On Shoreby Hill, a little right of Narragansett Ave., is the *Green Farmhouse* (not open), built in 1672; remodeling has changed the lines of the original structure. When a British force landed near the old East Ferry on December 10, 1775, under Captain James Wallace, it marched straight across the island, burning the houses along the present Narragansett Ave. The Green House, however, was spared because, it is said, the Quaker occupant, a lady, served tea to the captain. This British force left Narragansett Bay in the following spring, but a larger expedition returned in December, 1776, and remained until October, 1779. The southern part of Conanicut Island was occupied by English forces during that period, except for a month in the summer of 1778. During the British occupation nearly half of the town's population fled to safer areas on the mainland.

About midway of the island on Narragansett Ave. is the *Philomenian Library* (open Tues. and Sat. 2.30-5.30), containing over 7000 volumes, and, opposite the Library, is the *Town Hall*.

At the west end of State 138, 1 m., is the dock for the *Jamestown-Saunders-town Ferry* (for rates, see above).

The trip between the island and Saunderstown is particularly picturesque when the sun is sinking behind the wooded hills of Narragansett town, the mainland to the west. To the east lies Jamestown, colored by the light of the setting sun, and giving an impression of quiet and tranquillity. In 1844, Henry S. Frieze, a Brown professor who was visiting the Carr Homestead (see *Tour 7A*), expressed his impressions of the island in a bit of sentimental verse typical of the period:

‘On Narragansett’s azure breast
There sleeps an isle — an isle of rest —
Unvisited by mortal strife
And toilsome vanities of life,
Save in faint echoes from the distant land,
Borne o’er the waves to its secluded strand.

No gorgeous palaces uprear
Their walls of pomp and folly here,
No glittering monuments of wealth,
Nor battlements of war and death
Enchant or terrify; Ambition’s goad
Stings not, nor vice leads down the fatal road.

But modest dwellings scattered wide
Along the hills and water’s side,
Lift their gray roofs, with woodbine hung,
The tall, old sycamores among,
Or half concealed amidst the fruitful shades
Of teeming orchards, or in glassy glades.’

In mid-channel the ferry slips by DUTCH ISLAND (L), so named because it was said to have been visited by the Dutch as early as 1616. Under later English control the island served for some time as a common pasture. Its 400 acres were divided into homesteads about the middle of the 18th century. In 1863, the island was taken over by the Government for the erection of *Fort Greble* (visited only by permission of commanding Officer of Harbor Defenses, Ft. Adams, Newport), named in honor of John T. Greble who was killed in the Civil War. Until 1902, Fort Greble was gradually enlarged, but it is no longer regularly garrisoned, and some of the buildings are in a very dilapidated condition. A skeleton force is maintained, however, in case of emergency.

From the ferry landing at SAUNDERSTOWN, a street leads 0.4 mile uphill to US 1 (see *Tour 1*).

T O U R 7 A : Circuit of CONANICUT ISLAND, 20.4 m.

Roadbed partly paved and partly dirt, but in good condition in summer. For accommodations see *Tour 7*.

THE most interesting historic and scenic parts of Conanicut Island lie some distance north and south of State 138, the route running between the two ferries.

West of the Newport-Jamestown ferry landing, right from State 138 onto Conanicut Ave. through a part of the residential section of Jamestown village, then left onto East Shore Drive.

The *Bay Voyage Hotel*, 0.4 m. (R), is so named because part of it was at one time moved across the bay from Newport on a scow.

The *Moveable Chapel* (*visit by permission of owner*) is at the rear of a house at 0.5 m. (R). This structure was built in the latter part of the 19th century as an Episcopal chapel, to be moved to the center of the island in the winter and to the vacation colony at the north end of the island in the summer. It was placed on wheels for this purpose, but for various reasons the project was abandoned. It is now a summer home, but the stained-glass windows have not been removed.

At about 0.7 m. East Shore Drive leads up *Potter's Hill*, at the top of which the entire east bay comes into view. Far to the northeast, Mount Hope Bridge and Prudence Island are seen on a clear day. Much nearer is Gould Island, used by the Government as a seaplane base.

At 0.9 m. is the junction with a narrow dirt lane.

Right 0.3 m. on this lane are the *Foundations of the Benedict Arnold House*, said to have been built for Governor Arnold about 1693.

East Shore Drive skirts *Potter's Cove* at about 1.2 m., and then runs past several dairy farms and a large nursery.

At 2.1 m. is the junction with unpaved Eldred Ave., little more than a lane, formerly called North Ferry Road since from the foot of it (R) ran the first Jamestown-Newport ferry.

Right on Eldred Ave. to a clump of bushes near the shore, in which is the *Site of Eldred's One-Gun Battery*. The exact spot is designated by two large rocks on a slight rise. During the Revolution, Captain John Eldred was accustomed to amuse himself by taking pot-shots at British vessels passing up and down the bay. One day he was so fortunate as to put a charge through the main sail of one of the ships. The British sent a landing force to dislodge what they supposed was an artillery company. They were considerably chagrined to find only one gun, but did not neglect to spike it. Eldred meanwhile was chuckling to himself in a secluded part of the swamp behind his farm.

Cajacet (*not open*), 4.4 m. (R), formerly the home of Captain Thomas Paine, was built about 1680. The large old house, standing among trees on a downward slope away from the road, has been so much remodeled

that little remains of the original details except the massive chimney with fireplaces, a few uncovered ceiling beams, and an odd china closet. Paine was a celebrated privateersman of the late 17th century, and reputedly a friend of Captain Kidd. In 1683, Paine fell into controversy with a Boston customs collector over an alleged illegal cargo entry. He cleared himself before Governor Coddington by showing Jamaica clearance papers that, however, were later found to be forgeries. Paine went to the assistance of the Block Islanders in their trouble with French privateers in 1689 (*see Tour 8*), and then settled down to a comparatively peaceful rural life on this farm. He was disturbed in 1699 by a request from Kidd's wife for 24 ounces of gold; his relations with the pirate were investigated, but no charges were preferred against him. Captain Kidd is supposed to have visited Cajacet occasionally.

East Shore Drive passes through CONANICUT PARK, 5.4 m., a fashionable summer resort in the latter part of the last century. Its fashionable reputation has declined, but there are many modest cottages here, standing between rows of shade trees. East Shore Drive ends at the extreme northern tip of the island, 5.6 m., where are good views of upper Narragansett Bay and its mainland shores. From the end of the shore drive a good dirt road swings around L., down the center of the island.

Point Farm, 5.9 m. (L), is part of a former tract of about 240 acres that William Coddington, one of the original purchasers of Conanicut Island, chose for himself. Crumbling ruins of a foundation and chimney on the site are those of a house built, probably about 1740, for Job Watson. The farm remained in the Watson family until 1873, when it was purchased by the Conanicut Park Association and cut into small lots for summer residences.

South of Point Farm this route follows *North Road*, which is said to coincide with an old Indian trail. On a clear night the North Star shines directly above the center of the road throughout its length. From the high ground just south of Point Farm are good views (R) across Narragansett Bay to Wickford. From the road the west side of Conanicut Island slopes down (R) to the bay shore with a few farms and many wooded pastures. At 6.2 m. North Road goes downhill, and continues through *Hull Swamp*, a charming spot for nature-lovers. On both sides of the road are flowering shrubs, ferns, and tall trees, among which a sharp eye may occasionally discern a white-tailed deer.

Hull Farm, 7.1 m. (R), scarcely visible from the road, is where the first white child in Jamestown, John Hull, was born in 1654.

The *Carr House* (*not open*), 7.2 m. (R), was built (1932) on the foundations of a house erected about 1686 by Caleb Carr, governor of the Colony in 1695, for his son Edward, who used the house as a recruiting station in Queen Anne's War. Samuel Carr, grandson of Edward, was an active Revolutionary patriot, and a signer of the Rhode Island Declaration of Independence. The west end of the original house, of stone construction, was incorporated in the new structure.

At 7.8 m. (R) is an old *Stone Quarry*, and at 7.9 m. is the junction with paved Carr Lane. Right stands the *Old Schoolhouse*, built in 1803, and now transformed into a small frame cottage. This is the first known schoolhouse in the town, although one is supposed to have been built about 1728.

Left a few rods on Carr Lane is the *Nicholas Carr House* (*open by courtesy of owner*), once occupied by Nicholas, great-grandson of Governor Caleb Carr. It is a two-and-a-half-story, gable-roof house with a central capped chimney. The main entrance is a plain paneled door surmounted by a small rectangular transom. The Carr House, like many others of the 18th century, was built around an enormous chimney, nearly every room having a fireplace. One fireplace has cranes and a Dutch oven. The present dining-room was undoubtedly the original kitchen and dining-room combined. The house contains some of Nicholas Carr's furniture, including a beautiful mirror and a grandfather's clock, the latter made by Thomas Claggett of Newport. During recent repairs the construction of the house was carefully examined by Mr. Norman Isham, who declared it was built much before 1776, the date usually given for its erection. In the rear of the homestead is an enormous *Elm Tree*, nearly a hundred years old. The trunk is 15 ft. in circumference. Contrary to the usual growth of such trees, this one branches out about 6 feet from the ground, and attains a spread of over 135 ft.

The *Batley House* (*not open*), 8.1 m. (R), is a two-and-a-half-story frame structure with central chimney and hand-hewn timbers, built about 1751 by William Batley who was a loyalist during the Revolution.

At 8.4 m. (L) is the *Town Reservoir*, and at 8.8 m. the junction with paved Cemetery Lane.

Right 0.4 m. on this lane is the *Friends' Burial Ground* (R). Because of the former large Quaker population in Jamestown, this graveyard is of especial interest. The half-acre plot is surrounded by a stone wall, and contains the graves of many of the first settlers. There are also graves of Revolutionary soldiers, including that of John Eldred of the One-Gun Battery. This land was originally part of the grounds of the first Friends' meeting on which a meeting-house was erected in 1709; it was moved to a new site in 1734. The stones are simple and unadorned, the oldest being flat field stones. At the end of Cemetery Lane is the *Hazard Farm*, on which is a frame house known to have been standing in 1787. The shore at the foot of the farm was the site of the Old Plum Beach Ferry Landing.

The *Windmill* (*open*), 9.4 m. (R), where North Road is paved, was built in 1787. This mill, in active service for more than a hundred years, has been preserved by the Jamestown Historical Society. Here is an opportunity for observation of the mechanism of an early gristmill. On the main floor is the chute whereby raw grain was poured down between two huge stones, placed horizontally, the top one being in the shape of a disk that revolved against the lower stationary one. On the side opposite the chute is a trap through which the pulverized grain was emitted.

The *Friends Meeting-House*, 9.6 m. (L), is a small, simple structure built in 1765. The Quaker element in Jamestown has declined steadily since the Revolution, and this meeting-house is usually open only in summer, when it is attended by visitors.

The southern end of North Road is at the junction with Narragansett Ave. (*see Tour 7*), at FOUR CORNERS, 10.8 m. On the left is *Artillery Lot* or the Town Cemetery. This plot was set aside as a training field and burial ground in 1656, and there was a small engagement here when the

British burned Jamestown in 1775. An entry in the 'Diary' of Ezra Stiles, who became President of Yale University in 1777, reads: 'At the Cross Rodes there was a Skirmish. Our people killed one officer of the marines, and wounded seven or eight. Not one Colonist was killed or hurt.'

South of Four Corners the route follows Southwest Ave., which crosses a narrow neck of land, passing at 11.5 m. (R) *Sheffield Pond* and (L) *Mackerel Cove*, on which is the *Municipal Bathing Pavilion* (*nominal charge for use of pavilion, beach free*). The part of Conanicut Island southwest of Mackerel Cove is called The Beaver because of its shape. Southwest Ave. enters at the head and runs to the tail.

At 11.8 m. is the junction with paved Fox Hill Rd.

Right 0.5 m. on this road is *Fort Getty* (*visited by permission of Officer in Command of Harbor Defenses, Fort Adams, Newport*), on the west side of the island. This fort covers about 31 acres of land. The area was purchased by the Federal Government in 1900 and developed between that time and 1909. It is inactive at present. From this point there is a good view of the mainland opposite.

At 12.2 m. is a marker (R) indicating a dirt path.

Right 0.6 m. on this path is *Beaver Head Fort*. American earthworks were constructed here in the summer of 1776, but abandoned when the British took Newport in December of that year. The present remains are probably those of a British reconstruction. Along the shore between this site and Fort Getty was the landing of the first Jamestown-South Kingstown ferry.

Southwest Ave. ends at the tip of the island, 14.6 m. The road circles around *Beaver Tail Lighthouse*. This beacon, known in Colonial times as Newport or Conanicut Light, is on the oldest lighthouse site on the Rhode Island coast; the original rubble tower was built in 1749. A letter dated 1790 and signed by President Washington mentions the light and approves certain arrangements being made for it. The present granite tower was erected in 1856. The lighthouse has been closely associated with the development of fog signals in this country, a number of new types having been tried out here before their general adoption. The air compressor whistle, and the steam fog whistle, installed in 1857, were the first of their kind in this country.

This spot is notable for its sea views. On days when a heavy sea is running, surf piles in on the rocks all around the tail of The Beaver, sending great volumes of spray into the air. Away to the east (L) is visible Ocean Drive in Newport, with its magnificent estates. The rocky cliff, 50 to 60 feet high, at *Beaver Tail* (*parking and picnic sites free*), drops abruptly to the water's edge.

Retrace on Southwest Ave., past Mackerel Cove. At 17.9 m. (*cumulative mileage*), right on a paved road; almost immediately beyond, right again on Dumpling Drive, which curves along the shore affording several attractive seascapes. On the high ground near the southern end of Dumping Drive once stood *Beaver Tail Fort*, defended by the Americans in 1776 with six or eight heavy guns. On the shore near this site is *Pirate's Cave* (difficult to find), a hole in the rocks about which centers a legend of loot buried by Captain Kidd, though none has been found in spite of much search.

Fort Wetherell (visited only by permission of Officer in Charge of Harbor Defenses, Newport), 19.1 m. (R), is another of the several United States military reservations in the Narragansett Bay region. This was the site of a battery erected in the summer of 1776 and later abandoned to the British. After the Revolution, in 1800, a stone tower mounting eight guns was erected under the direction of Major Tousard, who also supervised the building of Fort Adams (*see NEWPORT*). This was called Fort Dumplings. The modern fortifications were begun in 1896, and in 1900 named Fort Wetherell in honor of Captain Alexander Wetherell, who died in the Spanish-American War. All traces of Fort Dumplings have been obliterated by the modern fort. The name is derived from the fact that this part of the island, with little surface soil, is covered with large boulders that, at a distance, resemble dumplings.

Dumpling Drive, near the Fort, becomes Walcott Ave. The *Conanicut Yacht Club* (*private*) is at 20.2 m. (R). Walcott Ave. ends at Conanicut Ave., 20.4 m., just west of the East Ferry landing (*see Tour 7*) in JAMESTOWN.

T O U R 8: *From NEWPORT to BLOCK ISLAND, via boat, 25 m.*

Transportation. Lv. Newport (Perry Wharf) 11.30, ar. Block Island 1.45. Round-trip fare 75¢. Daily service May 17 to Oct. 15; daily except Sunday during remainder of year.

Airplane Service: 7.30 daily during summer; Sun. during remainder of year, \$5.00 one-way from R.I. State Airport, Hillsgrove.

Taxis: 50¢ upward, according to number of passengers and distance on island.

Information Service: Chamber of Commerce, Beach Ave.

Accommodations: Hotels, boarding-houses, and inns; rates are higher during the summer than at other seasons. Most hotels are closed during the winter.

Climate, Clothing, Equipment: Summer day temperature averages between 62 and 67 degrees Fahrenheit; considerably lower in evenings. Summer clothing; topcoats after sundown.

Amusements and Recreation: Swimming. Crescent Beach, Sandy Point Ave., 0.5 m. from Block Island village.

Golf: Vaill's Golf Course, 9 holes, reasonable green fees; Spring St. and Mohegan Trail to Center St.

Fishing: Salt-water fishing (cod, tuna, swordfish); for offshore fishing, manned boats at reasonable rates; many lakes on island afford opportunities for fresh-water fishing.

Yachting: New York Yacht Club, off Ocean Ave., 1.4 m. from Block Island village; Great Salt Pond, well protected, ample for small sailing craft.

Sec. a. NEWPORT to BLOCK ISLAND, 25 m.

As the boat proceeds out of Newport Harbor (*see NEWPORT*), it passes the houses and factories of the *United States Naval Torpedo Station* (R) and the walls and barracks of *Fort Adams* (L). In the background (R) is the summer-resort island of CONANICUT, the second largest island in Narragansett Bay (*see Tour 7*).

The boat cuts a wide wake in the blue-green waters, between two lighthouses marking the channel and red bell buoys warning of shoals and hidden reefs. A short distance out of Newport the boat passes *Brenton's Reef Lightship* (L), and from here on, the roofs and steeples of Newport are seen gradually disappearing into the haze; to the west (R) the landscape presents a changing panorama of the distant hills and sandy shores of Old South County. Many times vessels have been blown upon Brenton's Reef in an attempt to make Newport Harbor, and once upon the rocks have quickly gone down. The reef takes its name from the prominent Brenton family of Newport, a charming member of which was strangely connected with such a wreck. During the British occupation of Newport in the Revolution, Jahleel Brenton, a Tory, entertained two English officers at his home. One of the men, Lieutenant Stanley, observed that Alice Brenton, adopted daughter of Jahleel, looked remarkably like a young sister of his who had left England years before and been lost at sea. To the astonishment of all, it was found that Alice Brenton was indeed Beatrice Stanley whom the Brentons had saved as a child, and the sole survivor from a wreck on this reef.

As the boat approaches Block Island, the high embankment of *Clay Head* appears (R) and in the distance is Beacon Hill atop of which is the Mariners Memorial. Inside the breakwater, the boat docks at *Old Harbor Landing*. Six large hotels stand in the background, and to the north (R) is the business center of the town.

BLOCK ISLAND

BLOCK ISLAND (alt. sea level to 204, township pop. 1029) is in the Atlantic Ocean, dominating the eastern entrance to Long Island Sound. The nearest land is the south shore of Rhode Island, nine miles northward. Its shape resembles a pear, and its surface presents a series of undulating terraces gradually descending until, at the shore, they sink to the water's edge and shelve into the sea. The marine climate of the island is cool and healthy, and the temperature quite even, remaining during the summer days near the middle 60's, or 10 degrees lower than that of the mainland. Winter temperature, on the other hand, remains about 10 degrees higher than that of the mainland, hovering near the freezing-point.

The island has three striking features, low hills, a great many ponds, and a lack of trees. Though it was covered with forests when visited by the

early navigators, there have been few trees on it for a century or more except those that have been carefully nursed and cultivated. Alton stony loam occurs in large patches all over the island; it is porous in character and its loose subsoil allows rapid drainage. When cultivated, it produces fair crops of potatoes and early vegetables; otherwise it supports wild grass and dense underbrush. The naturally vigorous and productive soil is, however, full of granite boulders and pebbles. These have been utilized in the construction of stone walls, with which the little farms all over the island are fenced. The agricultural products have not been sufficient to support the population, though the soil has been well nourished by the liberal application of fish offal and seaweed, which is cast upon the shores by the sea and gathered by the farmers.

There are 365 fresh-water ponds on the island, fed by springs, some of them reaching a depth of 60 feet. The Great Salt Pond, covering more than 100 acres and cutting the island almost in half, is the only salt pond. Many of these bodies of water cover deposits of peat, evidence of a former age of great vegetation. Before the days of dependable transportation assuring supplies of coal, peat was dug from the bogs and dried for the winter's fuel supply. The numerous lakes abound in perch, pickerel, and bass, and the fishing grounds off the island are famous for record catches of tuna, swordfish, bluefish, cod, and other varieties.

Fishing is the main industry of the town, and from its sheltered harbors sail over 100 modern fishing vessels that catch and ship annually over 30,000 barrels of fish to the markets on the mainland. Block Island has today won fame among gourmets as the home of a succulent species of swordfish, but is more generally known as a summer resort. The annual incursions of the mainlanders have not robbed the inhabitants of their character. The hardihood of the fisherfolk and the sailors is still evident, and the *mores* of an insular colony remain constant. Manhood, for instance, is determined not by legal age but by the first fishing trip. When a stripling passes this initiation, he takes to smoking a corn-cob pipe and is recognized as a man, no matter what his age. The islanders, to a greater degree than is found in other parts of New England, are cold and reserved toward a stranger, but extremely hospitable once they have accepted him. A friendly call on Block Island is considered an insult if it lasts less than three hours.

Block Island was at one time inhabited by a tribe of the Narragansett Indians, who called it Manisses ('Manitou's Little Island'). The first view of the island by European navigators is a matter of conjecture. The Vikings may have cruised along its coast, but nothing definite was known of the place until Verrazano, an Italian navigator exploring for France, discovered its shores in 1524. His report of this visit, in which he compared the island to the Island of Rhodes, gave rise to the State's name (*see History*). The first European known to have explored the island was the Dutchman, Adriaen Block, who came in 1614. He mentioned finding here a numerous tribe of Indians, who received him and his crew very kindly, and regaled them with hominy, succotash, clams, fish, and game.

Block named it Adriaen's Eyland, but custom has given and preserved to it the simple appellation, Block Island. Probably the first Englishman who contemplated settling on the island was John Oldham, who, with two white boys and two Indians, touched here in 1636, on his return from a trading voyage to the Connecticut River. The Indians of the island attacked the vessel, killed Oldham and captured his companions. Out of this and similar tragedies grew the Pequot War of 1637 (*see Indians*).

In 1658, the General Court of Massachusetts granted the island to Governor Endicott and others, who in 1660 sold the island to 16 individuals; these had it surveyed and they established a settlement on it in April, 1661. They divided the island into three parts, the northern, the western, and the southeastern, numbering and apportioning the sections to individual owners; the size of the allotments depended upon the quality of the soil in the division. In 1672, the Rhode Island Assembly, under whose jurisdiction the settlers wished to place themselves, voted that 'at the request and for reasons by the inhabitants showed, and as a sign of our unity and likeness to many parts of our native country, the said Block Island shall be called New Shoreham, otherwise Block Island.'

Within and around the island there has been much hard fighting. In July, 1689, a bark, a barge, a large sloop and a smaller one, constituting three men-of-war and a transport, made their appearance in the bay on the east side, greatly alarming the inhabitants, who had no means of knowing whether the ships were English or French, friend or foe. Brave though they were, uncertainty filled their hearts as they stood and watched the vessels come to anchor, and saw a boat lowered and head for the shore. When the boat came near enough, one of the occupants stepped out upon a boulder, picked his way across the intervening rocks and, in English, greeted the natives in a friendly manner. The islanders took no chances, however, and while questioning him closely, kept their guns ready for self-defense. The visitor gave his name as William Trimming and convinced his questioners that the vessels were under the command of George Austin, a noted English privateer with whom they were friends. He said they were in need of wood, water, and a pilot to conduct them safely into Newport Harbor. When he had succeeded in gaining the confidence of the islanders, he returned to his ship and soon made a signal for a pilot. With visions of a substantial reward, several immediately went aboard, only to be promptly imprisoned. Threats of bodily harm forced them to tell all they knew about the island's defenses. Upon receiving the information, the masquerading French privateers lowered three boats with 50 men in each, and landed on the shore. They overpowered the islanders, imprisoning them in the stone house of Captain John Sands. The island became the prey of Trimming and his followers, and, according to the Reverend Samuel Niles, an eye-witness, 'they continued about a week on the island, plundering houses, stripping the people of their clothing, ripping up the beds, throwing out the feathers, and carrying away the ticking.' When news of the invasion reached the

mainland, two vessels were fitted out at Newport under the command of Captains Thomas Paine and John Godfrey. On arrival at Block Island, they learned that the enemy had left to attack New London, so they pursued the Frenchmen, and on Fishers Island, in Long Island Sound, surprised the enemy and killed the deceitful Trimming.

During this turbulent period the principal surgeon and physician on the island was a woman, Sarah Sands, believed to have been the first woman doctor in the English Colonies. She died at Block Island in 1702.

Privateers continued to come to the island for plunder, and from 1698 to 1706 it was in a state of almost continual siege. In 1706, the Governor and Council of Rhode Island reported as follows: 'We have been this summer as well as the last obliged to maintain a quota of men at Block Island for the defense of Her Majesty's interest there.' Meanwhile another hostile demonstration was made against the island, but at this final attack, occurring during the war between England and France, the islanders met the enemy 'in an open pitched battle, and drove them off from the shore,' no one receiving any injury 'except one man slightly wounded in his finger.'

During the Revolution, deserters and criminals found Block Island a convenient refuge, and once here they were not easily detected by the officers of justice, as communication with the mainland was so restricted. They were desperate characters from both armies, a scourge to the island, unprincipled and cruel in their demands. As a protection against these invaders, the people of the island kept a barrel of tar, or oil, on Harbor Hill and another on Beacon Hill, ready to be burned as a signal of approaching refugees. As soon as the signals were seen, the shores were picketed by the islanders, and in many instances the marauders got more than they came for. In July, 1780, messengers from the Rhode Island Colony landed upon the island with authority to take all the horses, cattle, grain, fish, and cheese that, in their opinion, could be spared by the inhabitants, and for the same to give certificate to the owners for future adjustment. These certificates, however, were no better than receipts for a levy on the island for supporting the war, unless the amount taken should be proved to be more than a just proportion of a State tax, in which case the surplus was to be credited on the next tax assessed. Thus the islanders, besides suffering the depredations of the British, were denied commerce with the mainland, were unrepresented in the General Assembly of the State, unprotected from the enemy, and burdened with a heavy tax. When in May, 1783, the messengers of the General Assembly read the news to the islanders that all rights, liberties, and privileges of other citizens of this State were restored to them, and all restrictions of travel and traffic removed, there was great rejoicing and thanksgiving.

Block Island enjoyed a sort of extra-legal neutrality during the War of 1812, which brought the islanders considerable prosperity. They were not only free from military duty and tax, but were able to market their produce at a high price to English men-of-war.

From early Colonial times the need of a good harbor on the island had been felt. Previous to the construction of the present harbors and breakwater, landing through the surf in small boats was difficult and dangerous. Between 1680 and 1762 attempts were made to cut a passageway from the sea to the waters of the Great Salt Pond, but owing to the force of the shifting sands and currents no permanent entrance was effected. Three appropriations were made between 1870 and 1872 for the construction of a breakwater and harbor on the east side of the island. Work on this port, Old Harbor, was begun in October, 1870, and completed in November, 1878. New Harbor, on the west side, was completed in 1900. The construction of these harbors has facilitated accessibility to the island, and has been of great aid to the fishing and shipping industry. Probably no one feature, except harbor protection, has given the area so great an impetus as the telegraph connection with the mainland. The cable extending to Point Judith was laid by the Federal Government in 1880.

Popularly believed to be a hiding-place for treasures buried by Captain Kidd and his followers, the surface of the island has often been dug over by enterprising treasure-seekers. It is rumored that some booty has been found.

The first call to a minister on the island was made in March, 1700, by a town-meeting resolution signed by 28 freemen, ten by 'his mark.' Samuel Niles accepted the call and land was deeded to him, but when he proved to be unsatisfactory to the islanders, he sold his holdings and moved to Braintree, Mass. A missionary period of about 50 years intervened between the resignation of Niles and the arrival of another permanent minister. The first place of meeting for religious services was at the house of Simon Ray, which place and the house of Ray's son was used for many years. The first meeting-house was erected near the north end of Fresh Pond in 1756. At the present time there are two Baptist churches, one Primitive Methodist church, one Episcopal church, and one Roman Catholic church on the island.

Sec. b. BLOCK ISLAND to SETTLERS' ROCK, 4 m.

The village of BLOCK ISLAND, 0 m., center of the township, which is seldom called by its legal name of New Shoreham, clusters around the boat landing on the eastern edge of the island. The small chimneys on the neat houses are reminders that a strong steady wind blows during the winter, when the vigorous insular life goes on undisturbed, much as it has gone on for well over a century.

The *Tercentenary Monument*, Ocean Ave., is a high, tapering granite pillar with a pyramidal top, dedicated in 1936 by the Rhode Island Tercentenary Committee to commemorate the 300th anniversary of the founding of the State. It was placed on the site where the first settlers are believed to have landed in April, 1661.

The *United States Weather Bureau and Radio Station (open)*, Ocean Ave.,

are housed in a two-story white frame building. These agencies are a great help to the fishermen and mariners because of their forecasts and storm warnings.

The *Block Island Free Library* (open Sat. 2-6), Chapel St., a small white frame structure, was founded in 1876, as a private library. In 1878 it came into the possession of the town, with the town council acting as trustees; it now receives some assistance from the State. The library has about 4600 volumes of standard works in history, biography, poetry, fiction, and general literature.

The *Island School*, High St., is a six-room brick building, erected in 1933, that accommodates the primary grades and four high school grades. The school has a complete library donated by societies and citizens of the town, and an excellent collection of mounted birds. Adjoining the school building is a ball and sports field which the public may use by permission.

The *Town Hall*, Center Rd., is a small, one-room frame building, 30 feet long and 25 feet wide. Erected in 1814 on Cemetery Hill, it served as a Baptist church for many years. In 1875 it was moved to its present site and rebuilt. From that year until 1933, when the new school was completed, the building served both as high school and town hall.

Right (N) from the village on paved Ocean Ave. to NEW HARBOR, 1 m., where is the landing of the Point Judith and New London steamers. The harbor was formed by cutting a channel 600 feet wide and 21 feet deep through a narrow strip of land separating the Great Salt Pond from the ocean. Here is an anchorage of 1000 acres, with depth up to 60 feet, landlocked and perfectly safe in any weather, and capable of holding the Atlantic Squadron of the United States Navy. The United States Submarine Base, at New London, uses it as an advance base for submarines. Numerous fishing boats make use of it the year round, and the New York Yacht Club visits it each year on its cruise.

The *United States Coast Guard Station*, 1.7 m., on Cormorant Point, was established in 1935. Federal life-saving stations were first established on the island in 1850, but these were absorbed by the Coast Guard in 1915. Construction work on the present station, consisting of two modern, white frame buildings, was commenced in 1934, and completed in January, 1936. One structure, measuring 40 by 60 feet, is used for housing boats and the necessary equipment for their maintenance and operation. The other building is three stories high, with a tower that rises one story above the main structure. From this tower there is a commanding view of the island and surrounding waters. The building has a mess hall, recreation rooms, and sleeping quarters for the crew, eight in number, attached to the station.

Right (N) from the village center on Sandy Point Ave., on one side of which (L) are green fields and on the other (R) the deep blue ocean, to *Crescent Beach*, 0.5 m., a hard sandy beach where there is surf bathing safe from erratic currents. The pavilion offers first-class accommodations, including a large dance-hall and public bath-houses.

Settlers' Rock, 4 m., at Grove Pt., on the shore of Cow Cove, is a huge field stone with the names of the first settlers engraved on a bronze tablet. This memorial was erected in September, 1911, to commemorate the 250th anniversary of the landing of the first settlers. The cove is so named because the first cow on the island, known as the cow settler, is believed to have swum ashore here from a shipwreck outside the cove.

Sec. c. Circuit of the island, 8.5 m.

South from the center of Block Island village on Spring St.

Southeast Point Light, 1.8 m. (L), is a two-and-a-half-story brick building (*open*); its octagonal tower rises 52 feet above ground, and 204 feet above sea level. The lantern, which has prismatic lenses, was lighted for the first time on February 1, 1875. The beacon light, of 3,000,000 candle power, is the strongest light on the New England coast. The fog signal connected with this lighthouse is an electric trumpet. The warning sound of this signal is heard from two to ten miles, according to the conditions of wind and atmosphere. From the lighthouse is a good view (R) of the Mohegan Bluffs (*see below*).

At about 2.3 m. Spring St. becomes the Mohegan Trail, extending along the crowning ridge of the *Mohegan Bluffs*, cliffs of clay resembling the chalk cliffs of Dover, rising more than 200 feet above sea level and stretching along the coast for about five miles. The bluffs overlook many bleached hulks of wrecked ships. On clear days there is a splendid marine view from the trail. The bluffs are so named because in places they resemble Indian profiles.

Right from Mohegan Trail on Center Rd., or Lakeside Drive, then left on Coonemus Rd.

Near the junction of Center Rd. and Coonemus Rd. is *Rodman's Hollow* (L), a large bowl-shaped depression about 150 feet deep. The floor of this basin is always dry owing to its porous character. It is used as a camp ground by local Boy Scouts.

To the left of Coonemus Rd., at about 5 m., is the *Site of the Palatine Graves*. Here are supposedly buried the survivors of the 'Palatine' horror. The story of this disaster, part history and part fancy, is one of the grimmest legends of the American seacoast.

The ship 'Palatine,' some time in the 18th century, had left Holland bound for Philadelphia with a large number of emigrants who intended to settle somewhere in Pennsylvania. They were prosperous Dutch folk, who had taken along all their money and valuables to use in their new homeland. The voyage was begun in mid-winter. The ship was greatly delayed by storms and was driven far off her course. Diminishing supplies of food, after weeks of buffeting frozen seas, caused the crew to mutiny. When the captain died, or was murdered, all pretense of discipline came to an end. The crew seized the arms and the remaining food and water, forcing the Dutch to pay outrageous prices for either. 'Twenty guilders for a cup of water, and fifty-six dollars for a ship's biscuit, soon reduced the wealth of the most opulent of the passengers, and completely impoverished the poorer ones.' Death by starvation put an end to the sufferings of many, and others were reduced to emaciation and disease. Finally the crew, deciding that there was no more loot to be had, deserted the ship and left her to drift upon the seas with her helpless passengers. The 'Palatine' finally struck on the northernmost reef of Block Island, and the native wreckers made their way aboard. Sixteen persons were

rescued; they were all that remained alive with the exception of an insane woman who refused to leave the ship. The wreckers attempted to tow the 'Palatine' to a near-by cove, but a terrific gale sprang up. Seeing that the ship would be blown to sea, they set her on fire and cut her adrift. Enveloped in flames, the 'Palatine' sailed out into the storm, and the frenzied shrieks of the mad woman, who had been forgotten in the excitement, were borne back to the horrified ears of those on shore.

Since that time, superstition has associated a peculiar light, seen at irregular intervals off the shore of Block Island, with this event. The illumination is said to be the phantom of the 'Palatine,' ever drifting upon the open seas, always burning but never consumed.

The story has been celebrated by Whittier in 'The Palatine.'

Right from Coonemus Rd. on West Side Rd.

On the ponds visible along this drive are in season waxen water lilies, and beds of blue iris. Gray-shingled farmhouses are scattered about, many of them overgrown with wild honeysuckle. Some trees are kept alive by careful cultivation; orchards are protected by windbreaks, otherwise the strong autumn and winter winds whip off both foliage and branches.

At about 6 m. on West Side Rd. is (R) the *Free Will Baptist Church*, a small white frame building with tower and bell. The church was established about 1820 by its first pastor, Enoch Rose. A meeting-house was built in 1869, but before completion it was demolished by the great September gale of that year. In spite of this calamity the church carried on its work, and shortly thereafter the present structure was erected.

Right from West Side Rd. on Beacon Hill Rd. At about 7 m. (L) is the *Memorial to Block Island Mariners* (open in summer; adm. to observatory 10¢), a stone tower 35 feet high, on top of Beacon Hill. From the observation tower on top of the memorial, at an elevation of 211 feet, is a wide view of the island and many miles of the Atlantic Ocean. From Beacon Hill the Manisses Indians used to send smoke messages.

Return to village center by Beacon Hill Rd., Old Town Rd., and Chapel St.

T O U R 9 : *From MASSACHUSETTS LINE (Uxbridge) to WICKFORD, 45.4 m., State 102.*

Via Glendale, Chepachet, Summit, Exeter, Wickford Junction.

Good hard-surfaced roadbed, mostly three lanes wide.

Tourist accommodations limited.

State Police Barracks at Chepachet (Phone, Pascoag 12).

STATE 102, or the Victory Highway, runs for the most part in a southerly direction through the western part of the State, traversing a sparsely populated and rugged hill country. In West Greenwich the Victory Highway turns east and eventually joins US 1 (*see Tour 1*) in Wickford on Narragansett Bay.

State 102 crosses the Rhode Island Line about 10 *m.* south of Uxbridge, Mass., and runs through a moderately elevated, rolling countryside that is part of the farming area of the township of North Smithfield (*see Tour 4*). At *Slater Park*, 0.4 *m.* (L), a small grassy triangle, State 102 bears right and runs for more than a mile through a sandy country with scrub underbrush. For some distance south of the BURRILLVILLE town boundary line, 2.1 *m.*, the road is crooked and rather narrow.

The small mill village of MOUNT PLEASANT (alt. 400, Burrillville Town), 2.5 *m.*, is unimpressive. In the mid-nineteenth century grammar school of this district, a teacher once made two naughty pupils hold their hands in the heated oven of the stove, while the teacher stood by with a large hickory stick. The culprits, it is believed, 'were melted into penitence.' Near a turn in the road, 2.7 *m.*, is a group of yellow frame buildings known as *The Rookery* (L). Here about a century ago was a mill that turned out scythes and bayonets.

NASONVILLE (alt. 280, Burrillville Town), 3.2 *m.*, manufactures worsted goods. Near the center of the village this route coincides for a few rods with the Douglas Pike, on which, 0.3 *m.* north of the center, is the *Shrine of The Little Flower*, where hundreds of Roman Catholics attend special services during the summer.

The *Western Hotel* (*open*), corner of State 102 and the Douglas Pike, is a long frame building set against a side hill. This 30-room building with a long front two-story veranda, still in use as a tavern, was formerly an important stopping place for the Providence-Worcester stage.

Between 3.5 and 4.1 *m.* the highway passes through a thickly wooded country.

In GLENDALE (alt. 300, Burrillville Town), 4.2 *m.*, is a factory for the making of woolen cloth for overcoats. Most of the village houses are to the right of the highway.

Right from the village center on Glendale Rd. 1.5 *m.* to *Spring Lake*, formerly called Herring Pond because of the large numbers of fish that used to spawn there. The lake is a summer resort (*cottages and boats for hire; dancing; Sunday clambakes in season*).

The narrow body of water at 5 *m.* (R) is the *Rearing Pond* of the Rhode Island Sportsman's Club.

At 5.1 *m.* is the junction with paved Sweet's Hill Rd., a side route entering the Wallum Lake district of northwestern Burrillville.

Left 0.3 *m.* on Sweet's Hill Rd. is an attractive wooded section with birch trees. A few paper birch trees can be found here, and in scattered places near Wallum Lake. These birches seldom grow as far south as this in New England. Between Oakland and Wallum Lake the road runs through what is often called 'the high-

lands.' The elevations, 300 to 700 ft., appear insignificant to a visitor from the Rocky Mountains, but they are high for this State.

The village of SWEET'S HILL (alt. 410, Burrillville Town) is an attractive cluster of perhaps a dozen houses, on a hill offering a good view to the south (L). Welcome Mathewson, a gunsmith, came here from Gloucester late in the 18th century, and one of the present residents, Mr. Irving Sweet, has some of his ancestor's gun-making tools, and a well-preserved old flint-lock gun about 6 feet long. Mr. Sweet's dairy farm, *Indian Acres*, supplies milk for the Wallum Lake Sanatorium.

At 1.3 m. is the junction with a side road that leads 0.3 m. right to *Camp Ki-Yi* where local Indians spend weekends. About 600 attended Tercentenary exercises held here in July, 1936, some coming from the Middle West and Canada. Since many came in full regalia the ceremonies made a very colorful display. The celebration was arranged by 'Princess' Red Wing, descendant of an Indian guard once in the service of George Washington. The 'Princess' was recently married in the 'Indian Room' of the Narragansett Hotel in Providence.

HARRISVILLE (alt. 340, township pop. 7677), 2 m., is the administrative center of Burrillville Township.

Burrillville was until 1731 a part of Providence, and from the latter date until 1806 a part of Gloucester. On becoming an independent township it was named for James Burrill, Jr., Attorney-General, 1797-1814, and U.S. Senator, 1817-20. One of the earliest settlers in this vicinity was a John Smith, who came with not much more than his ax and wallet.

The modern population is about 35 per cent French-Canadian. The town possesses some valuable woodlands, and granite quarries. There are wide opportunities for outdoor sports, such as hunting, fishing, fresh-water bathing, skating, and hiking. Burrillville held a Semi-Centennial celebration in 1856, when ceremonies were conducted at the old Town House about a mile outside of Harrisville. A contemporary report of the proceedings said that a poem about baked beans and clams struck the most cheerful note of the day.

The country around Harrisville is sometimes called 'the plains' because it is more level than most sections of the township. The village itself was once called Rhodesville for the Rhodes family, important merchants of more than a century ago. At present the village manufactures woolen goods.

The *Harrisville Mill* of the Stillwater Worsted Company faces State 102 (L), a few rods east of the village center, and through its large plate-glass windows some of the weaving operations can be seen. The mill was put in operation about 1857, utilizing water-power from a pond on the opposite side (R) of the highway. The treasurer of the company, Mr. Austin T. Levy, is much interested in dramatics, and a company he sponsors has staged, under the direction of a professional coach and dramatic writer, many successful performances. The shows are staged in the *Harrisville Assembly Hall*, an attractive very broad gabled brick building presented to the town by Mr. Levy.

On Main Street in the village center is the *Aunt Hettie Harris House* (*private*), a story-and-a-half high gable-roof building erected before 1800. William Rhodes conducted a store here as late as 1818.

Near the Harris House on Main St. is a two-and-a-half-story structure, now a beauty shop, formerly the *Captain William Rhodes House*, which about 1800 was one of the village's pretentious mansions. Captain Rhodes was a cooper who became a wealthy merchant in the West Indies trade. Later when active in Providence he is said to have remarked about certain of his rivals, that he was 'so rich he didn't care for John Brown and Nightingale, nor the d——l.' The house has been on its present site since about 1870, when it was moved from the site of the Jesse Smith Memorial Library.

Just south of the Rhodes House is the *Loom and Shuttle Inn* (*open*), built about 1840, a large two-and-a-half-story frame building erected by Benjamin and David Mowry. It was for a time operated under the name of the Central Hotel.

Across Main St. from the inn is the *Stillwater House* (*private*), a community center run by the Stillwater Worsted Company. This large frame house was built by Smith Wood about 1840, and was later used for a time as a tavern.

On Main Street a little north of the village center is the *Joseph O. Clark Homestead* (*private*), a two-and-one-half-story white frame building, with four Doric pillars in front, and many outbuildings to the rear (about 1843). There is an old stone oven in the kitchen.

In Harrisville this route bears right on Main St., in front of the Aunt Hettie Harris House, passes the Clark Homestead (R), and then turns left onto Chapel St. At the corner of Main and Chapel Sts. is the *Town Building* (R), a neat brick edifice of recent construction. In the front hall of the building is a painted wall-map of the township.

On the outskirts of Harrisville, 2.6 m. (R), is the old *Granite Mill*. Daniel Sayles and his sons began on this site, about 1800, a custom-carding and cloth-draping business. Fancy cassimeres were made after 1838. The present mill was erected in 1865 by Albert Sayles, grandson of Daniel, for the production of heavy cassimeres. It was bought in 1932 by the Service Dyeing and Winding Company.

Over the very short *War Memorial Bridge*, 2.9 m., the route touches the edge of Pascoag, a village named for a tribe of Nipmuck Indians who lived here in the 17th century.

On Cemetery Hill, 3.3 m., is *Saint Patrick's Cemetery* (L), which has a small attractive grove of Norway firs.

PASCOAG (alt. 380, Burrillville Town), 3.8 m., is another textile village, with a narrow and crooked main street, on one side of which (L), near the center, is an enormous ledge. The village has a large Irish population, and the only high school for the township.

Pascoag Reservoir, south of the center, and sometimes called Echo Lake, is about 2½ miles long (*fishing; cottages and boats to hire; motor boat racing in summer*). On the east side of this reservoir, in the home of Welcome Sayles, was held one of the first schools in town (about 1806).

The outstanding structure of Pascoag is the large *Uxbridge Worsted Company Mill*. Daniel Sayles in 1814 here opened a fulling and dressing mill, which became (1834) under his sons, Harding and Pitt Sayles, a satinet factory. A relative, John Chase, was associated with the latter for a time, before he went to manage the Granite Mill at Harrisville. The old building of the present concern was constructed about 1865.

At the corner of Main and Church Sts. is the *Albert Sayles House* (*private*), the home of a prominent third generation member of this textile family. The present occupant of this three-story frame house makes small quantities of woolen cloth in a barn workshop to the rear.

This route follows Main St. part way through Pascoag, then bears right on Church St., past the *Pascoag Public Library* (R), a veritable doll's house, and the *Free Baptist Church* (R), a typical New England frame church, with four plain pillars in front and a tall, too-heavy spire (1839). This Free Baptist Society, the first in the State, was organized by Elder John Colby in 1812.

In the village of BRIDGETON (alt. 420, Burrillville Town), 4.8 m., where fancy worsteds are made, the Wallum Lake Road bears left, becoming narrow and crooked.

Wilson's Reservoir, 5.8 m. (R), a little more than a mile in length, is fed from Wallum Lake by way of the Clear River (*fishing; boats for hire in season*).

The *Easton Angell House* (*private*), 6.1 m. (R), a two-and-a-half-story frame house with gable roof and a story-and-a-half addition on the west end, was built early in the 19th century. It is now the center of a large truck farm.

At 6.4 m. (R) is the *Randall Angell Homestead* (*private*), a one-and-a-half-story structure built, according to the date near the peak of the roof, in 1774. It for-

merly was a tavern. The kitchen fireplace contains old-fashioned cooking utensils and a crane.

At 7.5 *m.* is the junction with *Buck Hill Road*, named for bounding deer; left here into a hilly country associated with some of Burrillville's romantic characters. On the edge of Round Top Hill in the Buck Hill woods is *Forger's Cave* (*difficult to find and unsafe to enter*). In late Colonial days, Spanish milled dollars were forged here in large quantities. The leaders of the band, though apprehended, were released because they threatened to implicate the first families of the town.

At 7.65 *m.* on Wallum Lake Rd. is the junction with a narrow cart path that leads (R) to a farm known as the *Wells Place*, which is occupied by Henry Johnson, born a slave in Richmond, Va., in 1834. As a recipe for long life, Mr. Johnson recommends plenty of walking for exercise, and substantial meals but no meat fat. He has few gray hairs, all of his natural teeth, and uses tar soap, even for shaving.

The village of WALLUM LAKE (alt. 600, Burrillville Town), 8.8 *m.*, which rests in a saucer-like depression wooded with conifers, is almost wholly occupied by the *Wallum Lake Sanatorium*, a State hospital for tubercular patients. Some of the older frame dormitories lie to the left of the road, and new brick buildings are being erected on both sides of the highway. *Wallum Lake* itself is behind the hospital (L). The lake is 3 miles long by about 1 mile in width (*fishing and boating*).

Wallum Lake Sanatorium (*visiting days Thur. and Sun.*) dates from the early years of the present century. The site was purchased, and the first buildings were erected, under a legislative commission established in 1902. In 1935, the control of the institution passed to the State Department of Public Welfare, Division of Hospitals and Infirmaries. At the present time the hospital has a 430 bed capacity; admissions are limited to residents of the State. The resident staff includes the superintendent, a senior and five assistant physicians, pathologist, pharmacist, and registered nurses. An extensive building program is at present under way, which will result in greatly improved facilities. The village of Wallum Lake has a few Armenian residents who work in the hospital or on their own small farms.

On *Badger Mountain* (alt. 720), about 1 mile south of the lake, lived in the 1880's a lawless crowd, who sometimes drove to town 'a hilarious wagon load, the feminine contingent powdered and painted to the last degree.'

The State highway ends at 9.3 *m.* An unpaved extension of this road at about 9.7 *m.* passes the very large *Singleton Apple Orchard*, of 8000 to 10,000 trees, mostly McIntosh and Baldwin. The route meets the Massachusetts Line, 10.2 *m.*, on the southern edge of the town of Douglas.

The village of OAKLAND (alt. 320, Burrillville Town), 5.5 *m.*, is a little mill town, marked by a number of small yellow frame houses that look alike. The *Oakland Worsted Mill*, a branch of the Wanskuk Company is here; near the village center it maintains a good recreation field, baseball field, and tennis courts for its employees.

Oakland shades unperceptibly into MAPLEVILLE (alt. 380, Burrillville Town), 6.4 *m.*, in which is a branch mill of the *Stillwater Worsted Company*.

The *Smith Dairy Farm*, 7.3 *m.* (R), one of several dairies in this vicinity, has an old well beside which are three washbasins, cut in a stone slab, which were designed, it is believed, for the use of slaves in Colonial days. The slab is inscribed 'Uriah Harris 1815.'

South of the Burrillville-Glocester boundary line, 7.9 *m.*, the country is more open, the highway is less shut in by near-by woods and hills, and several distant views can be had to the south.

At 8.6 m. (R) is a large *Turkey Farm*, where some of the fine Rhode Island turkeys are raised.

CHEPACHET (alt. 400, township pop. 1693), 9.1 m., is the governmental center of Glocester Township. Glocester was named, on its incorporation in 1730, for Frederick Lewis, Duke of Gloucester, son of King George II. John Smith, an early settler in Providence, was one of the first residents of Glocester. Other early settlers included Edwin Salisbury, and families by the name of Phetteplace, Owens, Tourtellot, Irons, Eddy, Evans, Waterman, Steere, and Burlingame. Many of these people were the children or grandchildren of English Dissenters; some called themselves Seekers, some Friends, some Separatists, and others New Lights. They held prayer meetings in their homes, which were often log cabins.

John Waterman, brother of Colonel Resolved Waterman, was manufacturing paper in the town about 1750. In the late 18th and early 19th centuries, Glocester supported some manufacture of ironware, bricks, silk and felt hats, potash, and distilled liquor, and towards the end of the 19th century West Glocester produced carpet warp and heavy woolen goods, Spring Grove cotton goods, and Harmony mechanical goods. The town sent 95 sheep to aid Boston when its port was closed in 1774.

Chepachet is a neat-appearing country town with many well-kept white frame houses. In the late 19th century summer visitors came to the taverns of this village from as far west as Chicago and St. Louis. Dairy farms surround the village, some being owned by the numerous Steere families of the neighborhood.

On May 30, memorial services for local boys who have lost their lives at sea are held on the Main St. bridge. Wreaths are thrown on the water below the bridge by town school teachers, after which there is a procession to Acote Hill Cemetery where flags are placed on graves of Civil War veterans.

In the village State 102 coincides for a short distance with US 44 (see *Tour 11*).

On the southern edge of the village is the *Dorr Monument*, honoring Thomas W. Dorr, leader of the 19th-century movement for more liberal suffrage in Rhode Island (see *History*). Dorr had planned, in June, 1842, to make an armed stand on Acote Hill, which rises (L) behind the plain memorial boulder, against troops representing the legal government of the State, but lack of support compelled him to retire without fighting.

The *Town Pound*, 10.5 m. (L), is a stone-walled enclosure, about 50 feet square, with an old iron gate. In former days stray horses and cattle were impounded here until the owners reclaimed them. Sometimes the pound keeper was not above capturing a non-stray in order to fatten his fees.

In the *Burlingame Farmhouse* (*private*), 11.9 m. (R), once lived Arthur Fenner, Governor of the State, 1790-1805. This 22-room, two-and-a-half-

story gabled house, with a one-and-a-half-story gambrel-roof rear addition, partly clapboarded and partly shingled, has slave quarters in the cellar, and in the family burial ground to the rear are graves of some of the former slaves.

Between this point and the Gloucester-Scituate boundary line, 13.4 m., the highway passes over several hills affording distant views of the wooded countryside.

At the junction with State 101, 14.4 m., is a good view (R) of the adjacent town of Foster and, farther in the distance, the hills of eastern Connecticut. Near the southwest corner of this intersection was once a Revolutionary beacon, a pail of tar on a pole, to be lighted in case of British incursion. Left a short distance is the 65-foot tower of the *Chopmist Fire Lookout Station*.

At 14.8 m. (R) is the home of the owner of the Chopmist Apple Orchards on the *Site of an 18th Century House* destroyed by fire in 1920, in which once lived Elizabeth Williams, great-granddaughter of Rhode Island's founder. Roger Williams, grandson of the founder, is buried in the family plot to the rear. The present owner of the estate is also a descendant of Roger Williams, his great-grandfather having married Elizabeth.

The *Dexter Arnold Homestead (private)*, 16.2 m. (R), next to the Chopmist Hill Inn, is a good-sized farmhouse containing many fireplaces, one equipped with a crane, and a brick oven. This was one of the many self-supporting farms of earlier days, when country people made their blankets and suits from wool grown on their own sheep. The present owner has some blankets made by her husband's grandmother from wool raised on the farm.

A good view of the *Scituate Reservoir* (see Tour 10), the water supply for Providence, is had (L) at 17.1 m.

At the junction with State 14, called *Crazy Corners*, is (L) *Ponagansett Grove (public)*, a little park in an oak grove, with picnic tables and a fireplace.

Ponagansett Bridge, 18.2 m., spanning the west end of the Scituate Reservoir, calls to mind the many villages that were abandoned to make way for the artificial lake, the villages of Richmond, Kent, Elmdale, Saundersville, Ponagansett, Ashland, South Scituate, and part of Rockland. This now flooded area was formerly the cotton manufacturing part of Scituate Township.

At 19.1 m. is the junction with paved Tunk Hill Rd.

Left 5 m. on the latter is *Kent Dam* at the southern end of the Scituate Reservoir. The *New Rockland Cemetery*, on a hillside (R), 19.1 m., is maintained by the City of Providence, since it contains the bodies taken from the various cemeteries that had to be abandoned when the Scituate Reservoir was built as the city's water supply.

The village of CLAYVILLE (alt. 420, Scituate Township), 19.3 m., was once a fairly prosperous cotton manufacturing town, but it has been very

quiet since its chief mill was abandoned about ten years ago owing to the construction of the Scituate Reservoir which interfered with its water-power.

Crossing the Scituate-Foster boundary line at 19.5 *m.*, this route runs for about five miles through the southeastern corner of the latter township. The more interesting part of this town lies to the north and west (*see Tour 10*). The section near State 102 was part of the 'Westconnaug Purchase,' bought from the Indians in 1662 by Zachariah Rhodes, Robert Westcott, and others. The name of this purchase is preserved by the *Westconnaug Reservoir*, visible at several points (L) near the town boundary line.

At a break in the woods, 23.1 *m.*, near an airway beacon (L) is the *Bennett Homestead*, an early 18th-century, two-and-a-half-story frame house, containing many fireplaces and old cooking utensils.

From the top of the hill at 23.7 *m.* can be had, straight ahead, a particularly good view of the rolling countryside of Coventry (*see Tour 2A*), which this route enters at 24.1 *m.*

The *Isaac Bowen Homestead* (*private*), 24.8 *m.* (L), is a two-and-a-half-story frame, 14-room house, in which George Washington is said to have spent a night when he was visiting Rochambeau at Newport near the end of the Revolution. It has a pedimented doorway.

A similar tradition, though it may refer to another trip, is attached to another *Bowen Homestead* (*private*), at 24.9 *m.* (L), a smaller house, gambrel-roofed, with a one-and-a-half-story addition.

From the top of a hill, 25.6 *m.*, can be had another good view of farms in a hollow (L).

The *Benjamin Carr Homestead* (*private*), 28.2 *m.* (L), is an odd little house, some distance from the road, standing near the end of a clearing in the woods. Its gable roof comes far down, and the gable end faces the road. The small front porch is a late addition. The attic of the house contains a smoke compartment where hams were formerly cured. The house was built in 1777 by Benjamin Carr, great-grandfather of the present occupant. Benjamin was a descendant of Caleb Carr, Governor of the Colony in 1695 and a prominent Jamestown man. On the original 235 acres of this Carr farm were once raised large flocks of sheep.

Between 29 and 33.6 *m.* State 102 runs through WEST GREENWICH, the most sparsely populated township in the State (*see Tour 2*).

At 29.9 *m.* is the junction with Sharpe St. (L) and Plain Meeting-House Rd. (R). At the intersection is an early 18th-century house, one-and-a-half-story, gable-roofed, and not particularly impressive architecturally, now the home of Norman Capwell, auctioneer. It is said that a William Johnston, who lived here about 1865, tried to make some pickles a fine green color by adding copperas to them. He died from the experiment, thus saving, however, the lives of many prospective purchasers. The

Capwell House used to be the distributing center for mail received from Voluntown, Connecticut.

Right about 4 m. on Plain Meeting-House Rd. into the *Wickabonet State Forest*, a 288-acre forest reservation and game sanctuary, established in 1928.

The neat red *School*, 30.8 m. (R), is West Greenwich's modern substitute for the several little white rural schoolhouses of the past.

The *Arnold Ellis Homestead* (*private*), 32.7 m. (R), stands out in bleak isolation on a run-down farm. This long, low, unpainted shingled structure, the main section gambrel-roofed, was built in 1700. The main structure has only one chimney and the long roof is unbroken by windows. A family burial ground is beyond a stone wall in the rear. On top of the wall is one very large stone where a casket could be set while the bearers climbed over.

At 33.9 m. State 102 bears right on State 3 (*see Tour 2*) for a few rods, then turns off (L).

At 34.8 m. (L) is the *Country Home of Stephen O. Metcalf* of Providence, built (1909) on the site of a Colonial land grant made to Thomas Lillibridge, on which there are 25 natural springs. The old Lillibridge homestead burned more than a half-century ago. Quantities of Indian relics have been found on this property.

For two or three miles State 102, running here nearly due east, follows the route of the old *Ten Rod Road*, a Colonial highway that was 165 feet wide, to facilitate the driving of cattle from Connecticut to Wickford, where they were put on vessels for exportation.

The village of EXETER (alt. 240, township pop. 1314), 38.2 m., is the administrative center of the township.

Exeter, formerly a part of North Kingstown, and incorporated in 1743, was probably named for Exeter, England. A family named Wing was probably the first to settle here. Early settlers kept to the western part of the town; the eastern section was known as the Vacant Lands for most of the 18th century. Settlements were first made on scattered pockets of fertile soil, though the many forest areas elsewhere offered opportunity for lumbering. The township is very hilly, and marked by a great number of small ponds.

Industry came to Exeter in the second quarter of the 19th century. A textile factory for cheap 'Negro' cloth was built at Millville shortly before 1830, and another cotton mill at Lawtonville about the same time. Rakes were manufactured near Hallville from about 1859 to 1880.

The first school in town, situated near the east end of the Ten Rod Road, was erected in 1766 as the result of a gift from the Boston philanthropist, Samuel Sewall. A Baptist church was established in 1750.

Exeter is still a predominantly agricultural township, and a large proportion of its population are native Yankees.

Near the village center is the *Manton Free Library* (L), a small one-and-

a-half-story frame building, in which one of the first experiments was made with the now common open-shelf system.

Between 38.7 and 40.1 *m.* are, on both sides of the road, a number of prosperous dairies and poultry farms. At about 40.6 *m.* the countryside, which in Coventry, West Greenwich, and western Exeter was quite rolling, is very flat. At 41.4 *m.* is the Exeter-North Kingstown boundary line.

At 41.4 *m.* is also the junction with State 2 (*see Tour 3*), called *Robbers' Corner* because of some untoward episodes that took place here in early stagecoach days. State 102 turns left into State 2 at this corner, then branches off (R) at *Cranston's Corner*, 42.4 *m.*

The village of WICKFORD JUNCTION (North Kingstown Town), 43 *m.*, is so named because from this point used to run a branch line of the N.Y., N.H. and H. R.R. to Wickford (*see Tour 1*). Near the railroad station the village is not imposing, but to the east, and in the adjoining village of LAFAYETTE, are a number of attractive residences.

The *Rodman Woolen Mill*, on State 102 (R), manufacturing cotton goods at the end of the 18th century, has produced woolens since 1848.

Near the mill is the junction with a paved side road.

Right a short distance on this road to the *State Fish Hatchery* (*visitors welcome*). The hatchery supplies trout and bass to all Rhode Island ponds and streams in which fish can live. Eggs are artificially fertilized at the hatchery, and the small fish are carefully reared until they reach the legal catching size of seven and one-half inches. More than 500,000 fish were released in 1935.

At 45.4 *m.* is the junction with US 1 in the village of WICKFORD (*see Tour 1*).

T O U R 10 : *From MASSACHUSETTS LINE (Fall River) to CONNECTICUT LINE (Willimantic), 24.7 m., US 6.*

Hard-surfaced roadbed, three and four lanes wide.

Tourist accommodations of all kinds in Providence; limited accommodations elsewhere.

State Police Barracks, North Scituate (Phone, Scituate 12).

US 6 crosses the Massachusetts Line about 17 miles west of Fall River, and runs nearly due west across the State, passing through the metropolitan area of Providence and then running through a sparsely settled countryside to the Connecticut Line.

US 6 enters Rhode Island at the eastern edge of East Providence, in a flat truck-gardening district.

Between 1 *m.* and 1.7 *m.* the highway passes through a thickly settled part of the village of East Providence, crossing State 114 (*see Tour 5*), and traversing in particular the Portuguese section.

At Ingram's Corner, 1.7 *m.*, is the junction with Broadway, one of the main streets of the village of EAST PROVIDENCE (alt. 100, township pop. 29,995), which is the administrative center of the township of the same name.

East Providence became an independent township in 1862. It had previously been a part of three separate townships and of two States, Rhode Island and Massachusetts. Roger Williams came to what is now East Providence in the spring of 1636, after a bitter winter journey from Salem, Mass. (*see History*). At the request of Plymouth Colony, which then claimed the land to the east bank of the Seekonk River, he moved to Providence in June of the same year. While East Providence was claimed by Massachusetts, it was called Seekonk, the name of the present Massachusetts town just to the eastward. After Williams' departure, John Hazell came to Seekonk in 1642, and a year later the Reverend Samuel Newman and a group of 58 followers with their families moved here, calling their settlement Rehoboth, meaning 'the Lord hath opened a way for us.' Other settlers were Thomas Willett, Philip Walker, and John Brown. Mr. Newman immediately organized a Congregational church society in his settlement (*see Tour 5*). Agriculture was at first the means of livelihood. In 1699 a schoolhouse was opened at Ruhlin's River (*see Tour 5*), taught by Jonathan Bosworth. Seekonk established its first governmental body on June 21, 1644, by electing a board of townsmen. Edward Smith was the surveyor of highways when the first town highway was built in 1650.

During King Philip's War, in 1676, the 'ring of the town,' a semi-circle of homes built around the parsonage and church in Seekonk, was burned by the Indians. The town furnished 310 men for the Continental Army of the Revolution, 37 of whom were commissioned officers. At this time the town began to manufacture saltpeter for the new government for use in making gunpowder; the factory was near the mouth of the Ten Mile River. One important factor in the growth of the town was the building of two wooden bridges across the Seekonk River in 1793, Central Bridge or the present Red Bridge, and Washington Bridge. These bridges have been destroyed and rebuilt many times.

In 1856, the Rumford Chemical Works for the manufacture of baking powder was established (*see Tour 5*). There were four mills on the Ten Mile River at the place called Hunt's Mills, the most famous being an old 17th-century gristmill which was still in operation in 1893 when it was torn down to make way for a pumping station.

East Providence takes pride in the career of Major George Newman Bliss (1837-1928), a descendant of Thomas Bliss who accompanied Samuel Newman to the town in 1643. He served four years in the Civil War, receiving a Congressional medal of honor for personal bravery, and he

wrote and edited a series of booklets called 'Personal Narratives of the Rebellion.' He was also, after 1865, State representative, senator, and for 50 years a trial justice and judge of the East Providence District Court, conducting more than 24,000 cases.

Modern East Providence is a township with an area of about 16 square miles, noted industrially for baking powder, and petroleum refining plants. A considerable part of the township, however, is still agricultural, supporting six or seven dairy companies. In the southeast corner, or Riverside section, is Crescent Park, a popular amusement resort (*see Tour 5A*).

At 2.7 m. is *Washington Bridge*, opened in 1930, on the boundary line between East Providence and Providence. From the bridge are visible *Fort Hill* (L), the remains of a Revolutionary fortification; straight ahead is the tower of the *New Industrial Trust Building*; and a little to the right is the spire of the *Union Baptist Church*. *Tockwotton Park*, with a playground, is right at the west end of the bridge (*see PROVIDENCE*). The highway continues along Fox Point Boulevard, over the route taken by the first railroad between Boston and Providence (*see Transportation*).

At 3.3 m. near the *Holy Rosary Church* (R), US 6 bears left over the *Point Street Bridge*. Left are the docks of the Colonial Line, which operates vessels to and from New York. On Point St., west of the bridge, are buildings of the *Davol Rubber Company*, situated on both sides of the street.

Right on Lockwood St. at 4.3 m., which at 4.6 m. crosses Broad St. or US 1 (*see Tour 1*). North of the Broad St. intersection Lockwood St. becomes Winter St. The *Central High School* is at 4.65 m. (R).

Left on Westminster St. at 4.7 m. Near this corner, on land now occupied by the Citizens' Savings Bank, once stood the *Hoyle Tavern*, a famous late 18th-and early 19th-century hostelry, and in the Dorr War of 1842 the starting-point of an unsuccessful march on the Arsenal (*see PROVIDENCE*).

In OLNEYVILLE SQUARE, 5.7 m. (L), is the *Church of the Messiah*, the parish of which was founded in 1856. This section of Providence, which was once a part of Johnston, was named for Christopher Olney, a mill owner and a Revolutionary officer. Ladies' dress goods and coatings are the chief products of the mills operating in this locality.

At 7.2 m. is the Providence-Johnston boundary line.

Near the bottom of a hill on US 6, in a residential section of the township, is *Ochee Spring*, 7.25 m. (R), a few yards from the main highway; the spring is a commercial mineral water enterprise. The area on which it is situated includes the site of a tree that Oliver Wendell Holmes described as 'one of the first perhaps The First, of the first class of New England Elms.' In 1858, its girth one foot from the ground was 40 feet, and 6 feet from the ground 28 feet, and the two major branches had girths of approximately 14 feet.

About 200 feet east of Ochee Spring is (R) an old *Indian Soapstone Quarry*

(*visited by permission*) which was worked by Indians in prehistoric times, and continued to be one of the chief industries of the local Indians long after the arrival of the white settlers. The Indians carved pots and other cooking dishes out of this soft, yet strong material, which has the valuable property of not being cracked by heating. Not only were the needs of the local Indians supplied by the artisans who worked here, but soapstone pots and dishes were exported to the neighboring tribes. This quarry is particularly interesting because many of the unfinished pots are still in place on the ledge. In this quarry there is a carved seat, which tradition says was used by the chief of the tribe who sat here to direct the laborers. Frederick W. Putnam, of Harvard, who examined the ledge in 1878, estimated that several thousand pots and dishes had been taken from the quarry. There are several other such quarries in Rhode Island and in the neighboring States, but none with such extensive evidences of Indian workmanship.

At 7.3 m. (R), on the corner of Long St., is the *King Homestead (private)*, the birthplace of Samuel Ward King, who was Governor of the State during the Dorr War (*see History*). It is a large two-story house of Colonial type, remodeled with porches, with three big, old-fashioned fireplaces on the first floor and two more on the second. The kitchen fireplace which has a mantel 11 feet long is equipped with a large brick oven and a crane. When the house was built (1732), there were but 7 rooms, but with the passing years various owners have made additions until there are now 17.

At 8.8 m. is the junction with Atwood Ave.

Left from US 6 on Atwood Ave. to the village of THORNTON, 2 m., the administrative center of Johnston.

JOHNSTON (township pop. 9357), which was originally a part of Providence, became a separate town in 1759; it was named for Augustus Johnston of Newport who was Attorney-General of Rhode Island, 1758-66. Its surface is rolling; two or three eminences and many ponds dot the landscape.

Thomas Clemence was one of the first settlers in Johnston; about 1650 he erected a house, which, much rebuilt, is still standing, on George Waterman Rd. (*see Tour 11*).

Until the middle of the 19th century Johnston was a farming community. With the beginning of Revolutionary hostilities in 1775, when it became difficult to obtain powder from the usual sources, the General Assembly granted funds for the building of a powder mill near Graniteville. James Goff was hired to make the powder but his work came to an untimely end when an accidental explosion destroyed the mill, killing Goff and his one employee.

In the industrial growth of Johnston the names of Simmons, Hughes, and Waterman play a major part. James F. Simmons, after whom Simmonsville, now known as Thornton, was named, built a cotton mill here in 1835, which lasted only to 1840 when a great freshet swept it away. Thomas Hughes established a manufactory of dyestuffs in what is now Hughesdale in the 1870's. In Manton the Watermans operated a carding mill. One of the major industrial events in local history was the founding of the British Hosiery Company by R. W. Cooper in 1884. The plant began operations with 120 skilled workers imported from England. From Bear Ledge in this town came the granite columns for the Arcade in Providence (*see PROVIDENCE*).

The industrial life of Johnston is centered in the Pocasset Worsted Company, Pocasset Ave., and the Priscilla Worsted Mills, Mill St., both plants manufacturing worsted yarns.

Although few full-blooded Indians now remain in Johnston, each year the town is the scene of a pow-wow in which many native ceremonies are re-enacted by descendants of the Algonquians. The National Algonquin Indian Council, a group of Indians whose forefathers came from all part of the United States, have banded together and formed a society which meets on the third Tuesday of each month in Swedish Hall, at the corner of Pine and Chestnut Sts. in Providence. It is a custom of this council to hold an annual Indian 'pow-wow,' generally on the *Estate of Colonel Frank W. Tillinghast* on Morgan Ave. on the outskirts of the village of Thornton, usually on Labor Day. The council arranges a program (*open to public*), consisting of speeches by prominent politicians and businessmen; the lighting of the Council Fire; the smoking of the pipe of peace by chiefs of all the tribes present; the Peace Pipe Dances by the chiefs of the various tribes; explanations of the Indian sign language; the singing of Indian songs; Indian Dances by the chiefs and braves; a re-enactment of an Indian courtship and marriage; exhibitions of archery; and other old customs of the Indians. The Indian man who desired to court one of the Indian girls did so by going to her tepee and serenading her. If she wished to accept his courtship, she threw her moccasin out of the door, before coming out to join him in a stroll. When the proposal of marriage came, the warrior displayed his 'coups,' consisting of various decorated feathers indicating the deeds he had performed, and offered beads, skins of animals, and wampum. If the girl and her father were satisfied, a public wedding, to which all of the members of the tribe are called together, would follow. In that ceremony the pair stood shoulder to shoulder while the father took the blanket of the man and wrapped it around them; this was the legal marriage. In some cases the ceremony was followed by a great feast and celebration.

Some of the tribes were not so honorable in their marriages. The men would go on a foray into the territory of neighboring tribes, where they would watch for a chance to 'kidnap' the girls who took their fancy. Sometimes the girls were knocked unconscious to keep them quiet while they were being carried off to the tepees in which they were held until they became ashamed to return home.

At 8.9 *m.* can be seen *Mount Misery* (L), on which, according to tradition, there lived years ago a few families who were very poor and were always living in misery.

Between 9.4 *m.* and 10.6 *m.* the highway passes through thinly wooded, stony territory, covered with underbrush.

Oak Swamp Reservoir, at 11 *m.* (L), is a beautiful lake with a small summer colony (*swimming, fishing, row boats for hire*).

At 12.8 *m.* (R), in Scituate Township, is a *Millstone* that was used in Elihu Bowen's Tannery in the late 18th century; it is now a Civil War Memorial.

The *Watchman Industrial School*, a little off the highway at 13.2 *m.* (R), an institution for the training of Negro boys and girls, was founded by the Reverend W. S. Holland, D.D., in 1908 at 140 Coddington St., Providence, and moved to Scituate in 1923. The design of the main building is of the southern plantation type, with four impressive columns on the façade. Originally this building housed the Smithfield Seminary, opened in 1839 under Baptist auspices (*see Education*).

The village of NORTH SCITUATE (alt. 391, township pop. 2292), 13.5 *m.*, is the administrative center of the township.

Scituate is named for Scituate, Mass., whence the early settlers migrated to Rhode Island in 1710. John Mathewson, the first white settler, built a hovel in the northeastern part of the town within a quarter of a mile of

Moswansicut Pond, almost on the intersecting boundary lines of Smithfield, Scituate, Johnston, and Glocester. The site is now indicated by a depression and raised banks about 6 rods from the road. In 1710, other Massachusetts families followed Mathewson, to the banks of the Moswansicut. Among the early comers were Joseph Wilkinson, Gideon Harris, Elder Samuel Winsor, John Waterman, Dean Kimball, and Stephen Smith. Smith kept a popular tavern at the Four Corners, one which was well patronized because of the heavy traffic between the Smithfield and Glocester furnaces and the iron mines in Cranston. In 1739, the territory was incorporated as a township under its present name. William Hopkins, father of Stephen and Ezek Hopkins (*see History*), once lived here, and Rufus Hopkins, a sea captain and son of Stephen Hopkins, became superintendent of the Hope Furnace in 1777 (*see Tour 2A*).

At the end of the 18th century there were in Scituate sawmills, gristmills, and factories for the making of cotton goods, shoe-laces, and corset-laces. In 1812, a mill for manufacturing seamless bags was erected.

James B. Angell was born in Scituate in 1829. He attended Brown University, taught there, edited the *Providence Journal* during the Civil War, served as president of the Universities of Vermont and Michigan, and was an envoy to China. While in China he was a member of the commission of three that concluded the treaty in which commercial relationships were opened between China and the United States.

Many interesting old customs and legends are kept alive in the township. There is, for instance, the story about the Ramtail Factory, the superintendent of which hanged himself on the mill's bellrope. For years afterward the bell would mysteriously toll at night, and the mill windows show light.

An old hotel, the Black Horse Tavern, had an Indian ghost that used to haunt a particular chamber until it became known as the Indian room. Although this chamber was lower-priced, few who knew of the story would sleep in it. The ghost had the habit of burying his hand in the sleeper's hair and dragging his head up from the pillow while flourishing a tomahawk in the other hand. It was told that the ghost when alive had been a hanger-on at the Pine Tree Tavern, a rival of the Black Horse, and in loyalty had gone to his grave determined to 'hant' the rival out of existence. A Mrs. Jencks, reposing in the high bedstead in the haunted chamber, experienced the ghost. He pulled off her nightcap, seized her by the hair, pulled her down the stairs and out-of-doors, and pointed fiercely to the roots of a great cedar tree at the gate, muttering in broken English of avenging an insult to his race. Mrs. Jencks mentioned it to her husband and he, believing in buried treasure, saw some connection between such treasure and the ghost's gesture. He dug without success. Again the ghost paid Mrs. Jencks a visit, pointing this time to the roots of a particularly fine apple tree. Mr. Jencks again dug. Again and again the ghost returned, each time pointing at a different tree; Mr. Jencks destroyed a good part of his orchard before he denounced the ghost as a liar and gave no more heed to his antics. Mrs. Jencks continued the

treasure-hunts by herself, but never found anything better than an old wig in the attic.

Until the late 19th century, husking-bees were very popular in Scituate. Young men and women for miles around were asked to participate. As they husked, a young man finding a red ear of corn was supposed to kiss the girls of the party, and a girl finding a red ear was supposed to kiss the boys; if she refused the boys would kiss her. After about two hours of husking, a supper was served, with sweet cider, followed by square dancing in the barn. It was also an old custom in Scituate to hold spelling bees in the various schools. Two captains would choose sides; the teacher or someone appointed would then give the groups hard words to be spelled, keeping to one team until a participant failed, then shifting to the other group, and so on until only one person was left.

Most of the present inhabitants of the township are of American birth, though about 25 per cent in the village of Hope were born abroad.

On the southwest corner of the intersection of US 6 and State 116 is the *Site of Phillips' Tavern*, named for its builder David Phillips, and in use from about 1830 to 1917. It was one of the numerous old stagecoach stops, where the passengers alighted to stretch their legs and moisten their gullets. Near the tavern site is the *Masonic Hall* (L), the central meeting-place for social activities.

At 13.8 *m.* is *Horseshoe Dam* (R), beyond which are the forest-lined waters of the *Scituate Reservoir*. This reservoir or lake is about 6 miles long, extending both north and south from this point. The big Scituate Dam, in the southeast part of the town where was formerly the village of Kent (*see Tour 9*), is about 3200 feet long. The water leaves the reservoir through enormous steel pipes, which converge into one about 100 inches in diameter a short distance from the dam. Through this great pipe the water is taken to the aerator and filtration works. The latter occupy a site of 30 to 40 acres south of the dam. After aeration, the water is 'shot' with a small quantity of alum, allowed to coagulate or settle, and is again filtered and aerated before being passed on as the chief water supply to the city of Providence. The aerator is an attractive sight; a whole battery of the fountains is flooded with colored lights.

At a bend in the highway, at 14.6 *m.* (R), is the *Captain Richard Rhodes House* (*not open*), built by Rhodes, a sea captain, in 1794. Richard was a brother of Thomas Rhodes who settled in Pawtuxet. The property passed through various hands until it was acquired in 1912 by Mr. John W. Coggeshall, when it was made into a luxurious home of 11 rooms. The floors were covered with imported Japanese teakwood, doors of solid paneled mahogany were installed, and the walls covered with tapestries. The fireplaces are built of smooth bricks imported from Holland. This two-and-a-half-story gable-roof house, with two dormers, two brick chimneys, and a modern glassed-in porch on the right front corner, is now a State Police barracks.

The *Moswansicut Rod and Gun Club* is at 15.1 *m.* (R).

At 16.4 *m.* (L) is the probable *Site of the Hopkins Homestead*, near a small private cemetery in which is a stone to the memory of William West, a later occupant of the house. In this Chopmist Hill section of Scituate, the Revolutionary leaders, Stephen and Ezek Hopkins (*see History*), spent part of their boyhood. The old homestead was in the 1760's acquired by William West, Lieutenant-Governor of the State, 1780-81.

At 17.9 *m.* is the junction with State 102 (*see Tour 9*).

On Dolly Cole Hill in FOSTER at 18.8 *m.* (R) is the *Pardon Williams Homestead* (1797), now incorporated in a tea-room.

The *Welcome Arnold House* (*private*), 19 *m.* (R), whose builder was related to the prominent Arnold family of Rhode Island, is a small story-and-a-half structure of no architectural pretensions.

At the bottom of Dolly Cole Hill, 19.7 *m.*, is (R) the small village of HOPKINS MILLS.

Near the bridge over the Ponagansett River, 19.9 *m.*, the countryside is dotted by more coniferous trees than are ordinarily found in the eastern part of the State.

At 21.1 *m.* are the *Charcoal Pits*, which are annually moved from one side of the road to the other. Charcoal is produced here by firing a large pyramid of wood covered with soda, and allowing the pit to burn itself out, a process that takes 10 or 12 days. The jewelry factories and restaurants of Providence are the chief consumers of this charcoal.

At *Simmons Corners*, 21.4 *m.*, is the junction with Mt. Hygeia Road and Foster Center Road.

1. Right 2.6 *m.* on Mt. Hygeia Road is *Mt. Hygeia* (*private*), a large white frame house built in 1801 by Dr. Solomon Drowne of Brown University. Drowne was a successful and popular physician in the Revolutionary War, but cared more for other scientific subjects, especially botany, than he did for medicine. He founded the Department of Botany in Brown University, and his own botanical garden on his homestead farm was famous. His next-door neighbor and lifelong friend, Theodore Foster, who came from Brookfield, Mass., was graduated from Rhode Island College in 1770. He married a sister of Governor Arthur Fenner. A lawyer and one of Rhode Island's first two Senators (1790), he was also the town's first and greatest benefactor. He collected material for a history of Rhode Island; this and the letters written while he was in the Senate in its formative years are the property of the Rhode Island Historical Society. The remains of Dr. Drowne's gardens, still on the estate, contain many rare plants, including several species of hepatica, and a snow drop that blossomed under the snow. The name Hygeia was given this place by Dr. Drowne for its healthful climate.

2. Left on Foster Center Rd. 2.1 *m.* is FOSTER CENTER (alt. 540, township pop. 946), the governmental center of Foster Township.

Foster, originally a part of Providence, was incorporated as part of the town of Scituate in 1730; it was set off as a separate town in 1781 and named for Theodore Foster, one of its outstanding citizens. It is a very rugged and a hilly township, drained by the Ponagansett and the Moosup Rivers. Northern Foster contains a great deal of forest land, and elsewhere the soil is a gravelly loam better adapted to grazing than to farming. Its many gravel banks furnish material for local roads. Foster Center has a quarry containing a fine grade of granite, and in the Moosup Valley was a gold mine, now only a small hole in the ground. Because of its hilly character the township has much attractive rural scenery.

The first settlement in Foster, according to tradition, was made in the year 1717, by Ezekiel Hopkins. Among the early settlers were Esek Brown, David Knight, Nehemiah Angell, who kept a tavern and was town clerk from 1796 to 1803, Abram Walker, Ephraim Phillips, Edward Cole, Jonathan Hopkins, who settled at Hopkins Mills before 1791 and built a sawmill and a gristmill, Pabodie Cole, and Elder John Hammond, who established a Calvinistic Baptist church at the end of the 18th century. Senator Nelson W. Aldrich (*see History*) was born in North Foster in a one-story four-room farmhouse, built in 1824. It is now remodeled and the place is used as a dairy farm.

Foster Center is a small village of about a dozen houses on the right of the main road. The *Town House* (1796), a little south of the center, is a large two-story gable-roof structure, with a small brick chimney and plain paneled door. It was built and used as a Baptist church until 1841.

Between Simmons Corners and the Connecticut Line is one old structure, the *Wilcox Stone House* (*private*), 23.1 m. (R), a small one-and-a-half-story building (about 1720) of large rough stones.

US 6 crosses the Connecticut Line at 24.7 m., near Dark Lantern Hill, about 25 miles east of Willimantic.

T O U R 1 1 : *From MASSACHUSETTS LINE (Taunton) to CONNECTICUT LINE (Putnam), 26.1 m., US 44.*

Good hard-surfaced roadbed, mostly three and four lanes wide.

THIS route passes through the metropolitan area of Providence, then traverses a hilly farming country.

US 44 crosses the Rhode Island line by a boundary stone erected in 1898, about 11 miles west of Taunton, Mass., in a market gardening section of East Providence (*see Tour 10*).

At 0.4 m. is the junction with State 114 (*see Tour 5*).

In the center of East Providence, 1.2 m., is the *World War Monument* (L), a statue of a youthful soldier, standing on the grounds of the *High School*, and near-by is the *Town Hall* (L), in front of which stands a *Civil War Monument*. Along US 44, or Taunton Ave., is most of the shopping area of East Providence.

At 1.8 m. is the junction with US 6 (*see Tour 10*), and also with the *Barrington Parkway* (*see Tour 5A*).

This route coincides here for about a mile with US 6, passing over the *Washington Bridge* into Providence, and along *Fox Point Boulevard* past *Tockwotton Park* (R) (*see PROVIDENCE*).

At 2.8 m. US 44 leaves US 6, bearing right onto South Main St., past the *Dolphin House* (L), cor. of James St., the *De Fersen House* (R), *Infantry*

Hall (R), the *Joseph Brown House*, the new *Providence County Court house* and the *Rhode Island School of Design* (R), the *First Baptist Church* (R), cor. of *Waterman St.*, the *Old State House* (R), and the *Cathedral of St. John* (R) (see *PROVIDENCE*).

At 3.9 m. US 44 bears left on *Smith St.*, crossing *Canal St.*, the former slaughter-house area, now a distributing center for Western meat, passing over the main line of the N.Y., N.H. & H. R.R., crossing US 1 (see *Tour 1*), and going between the *State House* (L) and the *State Office Building* (R).

At 5.3 m. (L), in tree-shaded grounds is *Elmhurst School*, or the Academy of the Sacred Heart (1872), in back of which is a large dormitory, the *Christian Brothers' Residence*.

At 5.8 m. (L) is *La Salle Academy*, and at 6.3 m. (L), a little brown house, the former home of Mary Ann Angell, one of the wives of the Mormon leader, Brigham Young.

At about 6.6 m. the route passes through the Fruit Hill section of North Providence Township, an attractive residential area.

CENTERDALE (alt. 100, township pop. 11,104), 8.1 m., is the shopping and administrative center of North Providence.

North Providence is a small township, containing less than 6 sq. mi.; it was originally set off from Providence in June, 1765, but on three later occasions sections were reannexed to Providence, and an additional piece was joined to Pawtucket. Textile manufacture was begun in the township about 1816, and this industry still flourishes, the largest plant being that of the Joseph Benn Corporation in Greystone (see *Tour 4B*). Some agriculture is carried on, but soil conditions are not favorable to it save in the center, and the western part along the Woonasquatucket River.

The *Epenetus Angell House* (*private*), Angell Ave., is a two-and-a-half-story structure, rather dilapidated, built by a grandson of Thomas Olney about 1700. At that time the present central chimney marked the west end of the house; the present west end was added in 1740. In the rear yard, an old well with a long sweep supplies the tenants with ice-cold water as it did two and a quarter centuries ago; it might well be considered a member of the Order of the Old Oaken Bucket, for it is certainly a member of the Colonial aristocracy. The property came into possession of the Angell family about 1770, and is now (1937) occupied by Miss Abby E. Angell, who is 82 years old.

A little to the east of the center in a rural area (*inquire locally*) is the *Cushing Homestead* (*private*), cor. *Cushing St.* and *Smithfield Rd.*, on the site of a house built before King Philip's War, but burned in that war (1676), except for the chimney. A new small house was then erected, which was much enlarged at the beginning of the 19th century. At present it is a two-and-a-half-story structure the newer part of which is right of the front door; the pilastered chimney on the old end has been raised to match the enlargement. The present occupant, a Providence lawyer, is a descendant of a former owner of the Greystone Mills.

Near-by is the *Captain Stephen Olney House (private)*, 138 Smithfield Rd., built in 1805 for Olney, a Rhode Island officer who was prominent during the Revolutionary siege of Yorktown. The house is occupied (1937) by a descendant, Miss Mary E. Olney, who, in spite of her advancing years, drives her own car, and shows all the energy and spirit of her ancestor. The two-and-a-half-story house, standing side-ways to the road, with its front door looking east, has been so well taken care of that it gives a first impression of newness, but the interior, while in the best of condition, belies the exterior. Some of the floors with the original heavy wide oak boards have been refinished with beautiful effect. Great fireplaces have been closed up with multi-colored tile work, but the fine woodwork around them is still there.

In the living-room is Captain Olney's secretary and other articles once used by him. A gun caisson and the old musket he carried when an eighteen-year-old private in the North Providence Rangers are in Miss Olney's possession.

The foundations of his birthplace are about 1000 feet south of his later home, and his grave is in the family lot, a short distance to the west. Inscriptions on many stones in the yard are barely legible, but a marker on his grave reads — 'Sacred to the memory of Captain Olney, who died Nov. 23, 1832. — Aged 77 years, 1 month, 11 days.' Olney was a descendant in fifth generation from Thomas Olney who with Roger Williams founded Providence. He enlisted in the Revolutionary service at the age of twenty, and after the Yorktown surrender, he held many civil and State positions of trust.

At 8.3 m. is the junction with the Farnum Pike, State 104 (*see Tour 4B*).

At 8.45 m. in Johnston Town (*see Tour 10*) is the junction with paved George Waterman Rd.

Left 1.3 m. on this road to the *Clemence House (private)* (R). Thomas Clemence, a carpenter, probably built his first house in 1650. This house was burned by the Indians in 1676, leaving only the great main stone chimney standing. Shortly thereafter, the present house was built, which stands with its right end toward the road. It is of the one-story and loft type, with an extensive rear 'lean-to' which drops below the first-floor ceiling. On the left, or chimney end, is a covered veranda, a much later addition. The dormer window over the front entrance was another addition. It is noticeable that whereas most of these old chimneys are carried up beyond the first story with brick, this one is entirely of stone. A small ell at the other end, another addition to the old house, is very old at that. The loft, or attic, is entirely unfinished, and contains quite a number of ancient chests, and clothing that is disintegrating with age. Great fireplaces in the rooms have been closed up to permit heating by stove. Five generations of the Irons family have lived here; its recent owner and occupant, Miss Ellen E. Irons, died in 1937 at the age of 82.

Cutting across a small northeastern corner of Johnston, US 44 runs through the southern part of Smithfield (*see Tour 4B*), the road gradually rising as it runs westward. This part of Smithfield is agricultural, the route being lined with small farms and wooded areas.

At 9.9 m. is the junction with paved Esmond St.

Right a few rods on this road to (L) the *Nathan Barnes House (private)*, originally

(1740) a story-and-a-half structure, about 50 feet in length, which has been more or less modernized. It is now (1937) two and a half stories high, with a long covered veranda on the front, the first story painted yellow and the second colored green. The structure has been kept in good condition, but the out-lying sheds look quite weather-beaten. An old covered well in the southeast corner of the lot has a bucket that is lowered and raised by means of a wheel with a heavy counterweight of granite. The land, sloping east to a small pond, makes a very pleasant picture. It is related that when Captain Enoch Barnes, then a private in the Colonial forces defending Newport against the British, desired a short furlough, his grandfather Nathan, 'very old, but very spry,' substituted for him. The place is now the home of Mrs. Sarah Barnes Seville, a descendant of Nathan Barnes, who has many interesting Colonial relics in her possession.

The *Paine Tavern* (*private*), at 10.8 m. (R), cor. of State 5, was owned in the early part of the 19th century by Thomas Paine of Johnston. It is a long two-and-a-half-story gable-roof structure, with small-paned windows and a plain paneled door. A part of the right end of the house is apparently a later addition.

About 1825, George W. Mowry of Smithfield bought the tavern, and hearing shortly afterward that Paine was seeking to establish a rival inn across the road, he purchased the building there also. It is much like the Paine Tavern in appearance, though of slightly cheaper construction. *Mowry's Corner Tavern* was continued as an inn for many years, while the Paine Tavern was remodeled for dwelling purposes. The Mowry inn was a favorite place for dances, and it is said that when the dancing became strenuous the floor swayed, gaining for the tavern the reputation of having a 'swing dance floor.'

Right 0.1 m. on State 5 is (R) the *Latham Cottage* (*private*), a story-and-a-half gambrel-roof structure, painted yellow, with a large central chimney. The house was once occupied by a Mr. Latham, prominent in town school affairs, who was also known locally as a poet. The cottage was built at about the same time as the Nathan Barnes House (*see above*), by Jonathan, a brother of Nathan Barnes. Later Jonathan 'went out west,' perhaps to New York State, and was never heard from again.

Descendants of George Mowry own this cottage, and the old Paine Tavern, and live in the former Mowry Tavern.

GREENVILLE (alt. 260, Smithfield Town), 11.9 m., is an attractive little village centered around crossroads.

Opposite the stone Gothic style *St. Thomas Episcopal Church* (1851) are two structures (R), separate parts of the old *Greenville Tavern*, built by Resolved Waterman in 1730. The former building occupied the land out as far as the center of the present four-lane highway, but when Putnam Pike was widened in 1936, the greater part of the structure was demolished, and the two buildings which still remain are all that is left of the famous tavern. One piece has been shingled and remodeled into a dwelling; the other two-and-a-half-story section, clapboarded, the first story painted red and the second colored yellow, is unoccupied. The first floor contains part of the old banquet hall, and the second a part of the dance hall.

During the Revolution the old tavern was a meeting-place for patriotic citizens and, without doubt, Peleg Arnold and Daniel Mowry, both mem-

bers of the Continental Congress, and Jonathan Arnold, author of the 'Rhode Island Act of Independence,' often spoke there.

The tavern was owned by Albert J. Mowry in 1867, and descendants of his now live in that part of the structure which has been remodeled for dwelling purposes. The large fireplace at the rear of the living-room has been closed up and replaced with prosaic steam heat; electric lights have succeeded the old-time candles and lamps, and a radio and telephone sound a discordant note.

Down in the cellar, an unusually large fire-box connects with the chimney, and, set in flush with the top surface, is a huge copper kettle. Moldy with age, it holds about 60 gallons, and rumor has it that it was once used in making that famous old heartener, New England rum. A bank and post office were at one time located in the tavern.

At 13.3 *m.* the route crosses the northern tip of *Waterman Reservoir* (L) (*bathing, canoes for hire*).

HARMONY (alt. 400, Gloucester Town), 14.4 *m.*, is a small village of a few houses, a store, and a church.

At 18.6 *m.* the route meets and bears right on the Victory Highway, State 102 (*see Tour 9*). At the junction (R) is Acote Hill and the *Dorr Memorial* (*see Tour 9*).

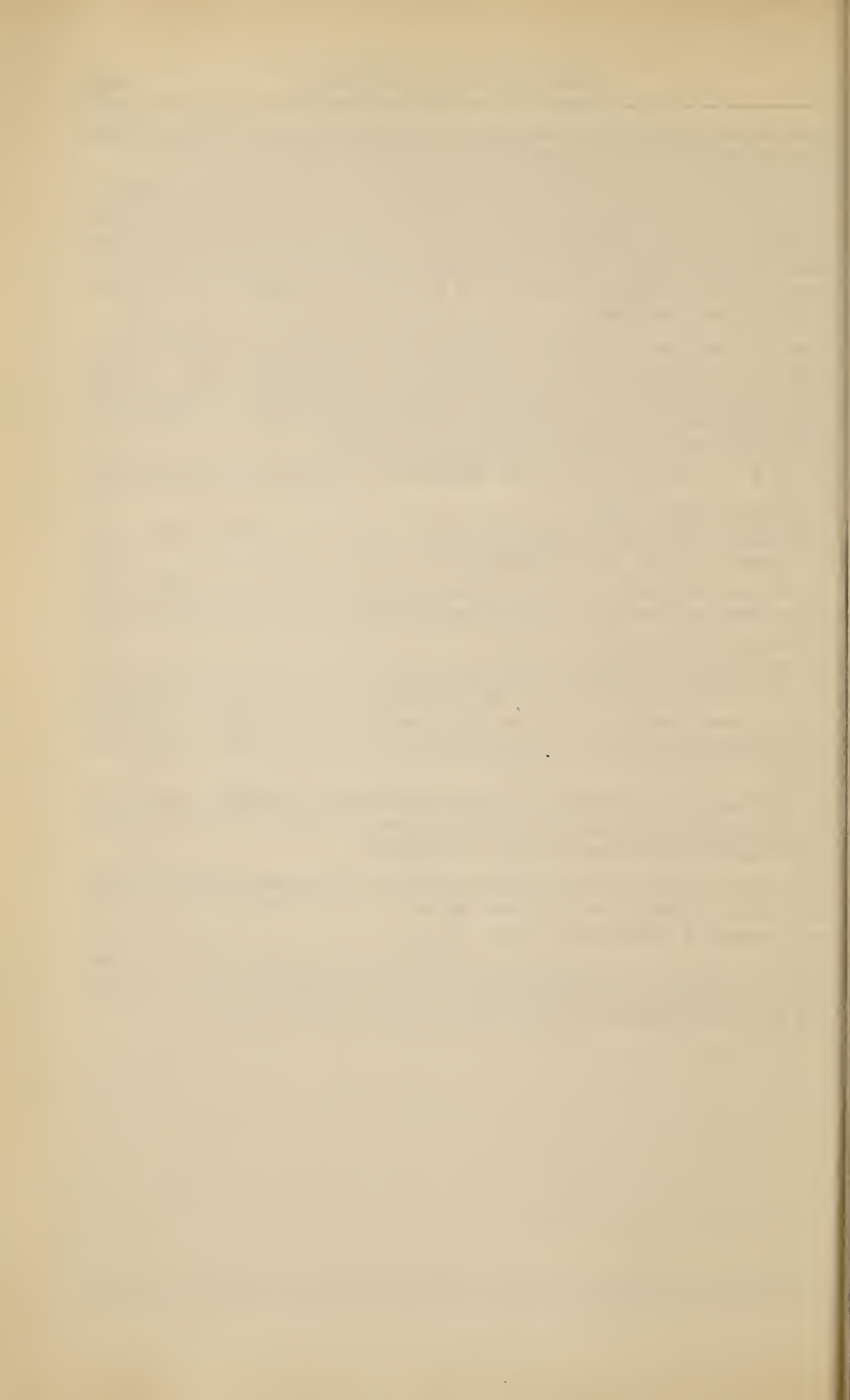
In the center of CHEPACHET (alt. 400, Gloucester Town, *see Tour 9*), 19.2 *m.*, this route bears left from State 102, traversing a coniferous wooded area, passing at 21.4 *m.* *Echo Lake* (R), and at 23.5 *m.* a marker indicating that left 2 *m.* is *Durfee Hill* (alt. 806), the highest hill in the State.

At 23.7 *m.* is an entrance to *George Washington Memorial Forest* (R), of 244 acres, three-quarters wooded, acquired in 1932 (*hiking trail, bridle path, skating pond; game preserve, no hunting*).

The *Cady Stagecoach Tavern* (*open*), 23.8 *m.* (L), a plain two-and-a-half-story white frame structure, was opened in 1810, when Zachariah Cady was granted a license for an inn.

At about 25.3 *m.* the route passes through the sparsely settled farming village of WEST GLOCESTER (alt. 500), and near-by, 26.1 *m.*, crosses the CONNECTICUT LINE, about 8 miles east of Putnam.

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121



CHRONOLOGY

- 1524 April 21–May 5, Verrazzano, Florentine navigator, visits Narragansett Bay.
- 1614 Capt. Adriaen Block visits Block Island.
- 1635 William Blackstone settles at Study Hill, then considered part of Massachusetts, now part of Cumberland, Rhode Island.
- 1636 June, Roger Williams settles at Providence.
- 1638 March 7, Aquidneck Island occupied by William Coddington, John Clarke, and others. Coddington chosen Judge.
March 24, date of first known written deed, whereby Canonicus and Miantonomi sold land to Williams.
March 24, William Coddington and others purchase Aquidneck from Indians and found Pocasset (Portsmouth).
November 12, first militia muster in Rhode Island is held at Portsmouth.
- 1639 March, first Baptist Church in America organized at Providence.
April, settlement on Aquidneck, first called Pocasset, is divided into towns of Portsmouth and Newport.
May, William Coddington, John Clarke, and others found Newport.
- 1640 March 12, governments of Newport and Portsmouth combined into one government.
August, Newport allots land for support of a public school, 'the Rev. Robert Lenthal being called by vote to open it.'
- 1641 Benedict Arnold purchases land at Pawtuxet from Miantonomi.
March, General Assembly asserts Rhode Island to be a democracy.
September, Robert Jeffreys authorized by Newport to 'exercise the function of Chirurgie.'
- 1642 October, Samuel Gorton purchases Shawomet (Warwick) from Miantonomi.
- 1643 Death of Narragansett sachem Miantonomi.
Gorton seized by soldiers from Massachusetts Bay, and taken to Boston to stand trial for heresy.
Newman Congregational Church founded in Rumford.
Roger Williams goes to England and applies for Patent of Incorporation for Providence, Portsmouth, and Newport.
Roger Williams's 'Key Into the Language of America' published in London.
- 1644 March 13, name Aquidneck ordered changed to RHODE ISLAND.
March 14, English Parliamentary Commission headed by the Earl of Warwick grants Rhode Island its first charter.
Under 'Old Style' chronology this is sometimes called the Charter of 1643.

- April 19, Gorton secures submission of Narragansett sachems to authority of English Crown.
- 1645 Christinas Ludowic publishes 'The New England Almanac for 1645,' the first almanac by a Rhode Islander.
- 1647 May 19-21, first General Assembly convenes at Portsmouth, and adopts code of laws and colony seal.
June, death of Narragansett sachem Canonicus.
- 1651 Coddington 'usurpation' causes separation between Portsmouth and Newport on one side and Providence and Warwick on the other.
October, Roger Williams, as agent of Providence to obtain confirmation of charter, and Dr. John Clarke, agent of Portsmouth and Newport, to obtain repeal of Coddington's commission, sail for England.
- 1653 February 18, William Dyer, secretary of Province and husband of Mary Dyer (later put to death in Boston as a Quaker), arrives from England with news of repeal of Coddington's commission.
- 1654 First naval commission issued by united Rhode Island Colony granted to a Newport vessel.
August 31, four original towns reunited partly due to efforts of Roger Williams, president from September, 1654, to May, 1657.
- 1657 Conanicut Island purchased by Benedict Arnold and William Coddington from sachem Cashanaquoont.
First Quakers come to Rhode Island.
- 1657-58 Pettaquamscutt Purchase, large tract of land running west from Narragansett to Charlestown, is made.
- 1658 About fifteen Jewish families arrive in Newport from Holland.
May 26, Pawtuxet men withdraw allegiance to Massachusetts, given in 1642, and transfer it to Rhode Island.
October 19, Block Island granted to Governor Endicott and three others, 'for public services'; they sell it in 1660 to Simeon Ray and eight associates, who began a settlement in 1661.
October 22, Massachusetts relinquishes jurisdiction over Pawtuxet and Shawomet.
- 1660 William Vaughan and other Newport men purchase from Socho, a Niantic chief, the Misquamicut tract on east side of Pawcatuck River.
- 1661 Settlement of Misquamicut, now Westerly, begun.
- 1663 May, Providence sets aside lands for maintenance of a school.
July 8, King Charles II grants Rhode Island its second charter.
- 1664 May 4, Block Island becomes part of Rhode Island Colony.
- 1665 March, Royal Commissioners set aside the Narragansett Country, in dispute between Rhode Island and Connecticut, as King's Province.
- 1669 Vaughan purchase incorporated as town of Westerly.
- 1671 Joseph Jencks, Jr., sets up a forge, sawmill, and carpenter shop at Pawtucket Falls.
- 1672 Block Island incorporated, and name changed to New Shoreham.
July, George Fox, English Quaker leader, visits Rhode Island.
- 1674 First settlement made in Little Compton by Capt. Benjamin Church.
Part of Pettaquamscutt settlement incorporated as Kings Towne.

- 1675 August 1, important peace pact made between Capt. Benjamin Church and Awashonks, squaw-sachem of Sakonnet Indians.
King Philip's War begins.
December 19, Great Swamp Fight takes place in South Kingstown.
- 1676 Benedict Arnold conveys Coaster's Harbor Island and Goat Island to Newport.
March 16, Warwick destroyed by Indians.
March 26, Capt. Michael Pierce's company routed in Pawtucket and Cumberland.
March 30, Indians burn many houses in Providence and vicinity.
July 3, massacre near Warwick of 171 Indians.
August 12, Capt. Benjamin Church's company captures and kills King Philip at Mount Hope, Bristol, ending King Philip's War.
- 1680 First wharf and warehouse built in Providence.
- 1681 April 1, custom house established at Newport, to enforce Navigation Acts.
- 1683 Roger Williams dies (some time between January 16 and March 15).
- 1686 June 3, Sir Edmund Andros commissioned governor of Dominion of New England (including Rhode Island).
December, Andros assumes government of Rhode Island, setting aside Charter of 1663.
- 1687 Courthouses ordered built in Newport and Rochester (or Kings Towne).
November, Governor Andros, stopping at Newport, demands Rhode Island Charter; foiled by Governor Clarke, Andros destroys seal of Colony and departs.
- 1689 April, Andros deposed at Boston.
May 1, Rhode Island, learning of accession of William and Mary, resumes government under Charter of 1663.
August 3, Sir Edmund Andros, who had fled to Rhode Island from Boston, is captured at Newport, and returned to Massachusetts authorities.
- 1690 Beginning of King William's War between England and France.
- 1693 June, Massachusetts establishes first postal route between Boston and Rhode Island.
- 1694 Privateers authorized for King William's War.
Tiverton incorporated by Massachusetts.
- 1695 First ferry connecting Jamestown with Newport is established.
- 1696 May 6, General Assembly separated into two houses.
- 1697 End of King William's War.
- 1702 Beginning of Queen Anne's War between England and France.
- 1703 May, commissioners representing Rhode Island and Connecticut agree on boundary, but line is not settled until 1727.
June 22, Counties of Providence and Newport organized.
- 1704 First Trinity Church building erected in Newport (present edifice built in 1725).
- 1707 Saint Paul's, or Old Narragansett Church, erected in North Kingstown (moved in 1800 to present location in Wickford).

- 1708 December, Rhode Island's first census shows population of 7181.
- 1710 July, Colony authorizes its first issue of paper money or bills of credit (£5000).
- 1711 Latin school opened in Newport by Mr. Galloway.
First quarantine act against smallpox.
- 1713 End of Queen Anne's War.
- 1715 General Assembly appropriates funds towards paving streets of Newport — first instance of street paving within Colony.
- 1719 First digest of the Colony laws printed.
- 1723 February 26, South Kingstown incorporated as town.
July, first almshouse in Rhode Island erected at Newport.
July 19, execution of 26 pirates at Gravelly Point, Newport.
- 1724 February 18, property qualification for suffrage established: freehold of value of £100, or annual income of £2.
- 1727 First Rhode Island printing press established at Newport by James Franklin.
February 8, boundary line with Connecticut settled by royal decree.
- 1729 June 16, Washington County organized.
- 1730 Colony population, 17,935.
May, Assembly passes Act for Relief of Poor Sailors — levies sixpence a month from wages of all Rhode Island seamen.
- 1731 Old Colony House at Providence completed (burned December 24, 1758).
February 20, Glocester, Scituate, Smithfield, incorporated as towns.
- 1732 September 27, Colony's first newspaper, *Rhode Island Gazette*, issued at Newport by James Franklin.
- 1733 Lottery system makes first appearance, but is suppressed by severe penalty.
June, sloop 'Pelican,' first whaling vessel from Rhode Island, arrives at Newport with cargo.
- 1735 Redwood Library formed at Newport (chartered, 1747).
- 1738 Courthouse, Newport, removed to Prison Lane, and made a dwelling.
August 22, Charlestown incorporated as town.
- 1739 Old Colony House at Newport built by Richard Munday (building still stands next to modern Newport County Courthouse).
October, 'War of Jenkins' Ear' begins between England and Spain.
- 1741 April 6, West Greenwich incorporated as town.
August 21, Coventry incorporated as town.
- 1742 February 1, Newport Artillery incorporated.
- 1743 March 8, Exeter incorporated as town.
June 16, Middletown taken from town of Newport, and incorporated.
- 1744 Colony sloop 'Tartar' built.
Beginning of King George's War between England and France.
- 1746 Royal Decree gives Rhode Island the towns of Warren, Bristol, Tiverton, Little Compton, and Cumberland, which had been claimed by Massachusetts.

- 1747 Bristol, Cumberland, Little Compton, Tiverton, and Warren incorporated as towns.
February 17, Bristol County organized.
August 18, Richmond incorporated as town.
- 1748 End of King George's War.
- 1750 June 11, Kent County organized.
- 1752 September, Great Britain adopts 'New Style' or Gregorian calendar. Eleven days omitted from current month, September 3 becoming September 14, and subsequent years to begin January 1 instead of March 25 as formerly.
- 1754 February 25, Providence Library Association chartered.
June, Stephen Hopkins and Martin Howard, Jr., sent as commissioners to intercolonial Congress at Albany, N.Y.
June 14, Cranston taken from Providence and incorporated as town.
Beginning of last French and Indian war.
- 1757 March 19, Hopkinton incorporated as town.
- 1758 James Franklin, Jr., founds *Newport Mercury*.
- 1759 March 6, Johnston incorporated as town.
June 11, Masonic Society in Newport incorporated.
- 1761 September 7, first Rhode Island dramatic performance held in Newport.
- 1762 October 20, William Goddard sets up first printing press in Providence, and publishes *Providence Gazette and Country Journal*.
- 1763 Spermaceti trust formed.
End of last French and Indian War.
March 4, Rhode Island College incorporated. First commencement held in 1769. In 1804 the college became Brown University.
December 2, Touro Synagogue dedicated in Newport.
- 1765 Governor Samuel Ward refuses oath to enforce Stamp Act.
June 4, British vessel 'Maidstone' impresses seamen in Newport Harbor; 500 sailors and boys seize one of her boats, drag it to the Commons, and burn it.
June 13, North Providence incorporated as town.
September, General Assembly adopts resolutions opposing Stamp Act, and appoints Metcalf Bowler and Henry Ward commissioners to Stamp Act Congress at New York City.
- 1766 March 4, 'Daughters of Liberty' society organized by 18 young women, at Dr. Ephraim Bowen's house in Providence.
- 1769 July 19, Newporters destroy British revenue sloop 'Liberty.'
- 1770 June 16, Barrington separated from Warren and incorporated as town.
- 1772 First equestrian performance (circus) in Rhode Island occurs at Newport.
June 9, British revenue schooner 'Gaspee' burned while aground in Warwick, by expedition from Providence.
- 1773 August, Revs. Samuel Hopkins and Ezra Stiles, of Newport, invite subscriptions to colonize free Negroes on western coast of Africa. This was inception of American Colonization Society of 19th century.

- 1774 Colony population, 58,221 (including 3768 Negroes).
 June, Rhode Island prohibits further importation of slaves.
 June 15, Stephen Hopkins and Samuel Ward elected delegates to First Continental Congress at Philadelphia.
- 1775 April 19, Revolutionary War begins at Lexington and Concord, Mass.
 April 20, more than one thousand Rhode Islanders, armed and disciplined soldiers, mobilize overnight and march toward Boston.
 April 22, General Assembly votes, over protest of Gov. Joseph Wanton, levy of 1500 troops for war.
 June, a Rhode Island postal system is organized.
 June 15, Capt. Abraham Whipple captures on shore of Conanicut Island an armed tender belonging to British frigate 'Rose.'
 October 7, Bristol bombarded by British expedition under Capt. James Wallace.
 November 5, Esek Hopkins appointed by Congress Commander-in-Chief of Continental Navy.
- 1776 April 5, General Washington visits Providence.
 May 4, RHODE ISLAND INDEPENDENCE DAY. General Assembly formally renounces allegiance to Great Britain, (Rhode Island was 'the first colony to declare, by solemn act, her absolute independence of the Crown.')
- July 18, General Assembly approves Congressional Declaration of Independence, and votes that title of government shall be 'State of Rhode Island and Providence Plantations.'
- December 8, British force under Sir Henry Clinton takes possession of Newport.
- 1777 July 9, Colonel Barton captures British general Prescott in Overing House at Portsmouth.
- 1778 February 9, Articles of Confederation adopted by Rhode Island; signed by William Ellery, Henry Merchant, and John Collins, July 9.
 May 25, British pillage Bristol and Warren.
 July 29, French fleet arrives off Newport.
 August 29, battle of Rhode Island fought in Portsmouth.
- 1779 October 25, Newport evacuated by British.
- 1780 July 10, Count Rochambeau arrives at Newport with 6500 French troops.
- 1781 March 6, public reception given to General Washington in Newport.
 August 24, Foster incorporated as town.
- 1783 February, General Assembly repeals statute denying franchise to Roman Catholics.
- 1784 February 23, an Emancipation Act provides for gradual abolition of slavery.
 June 1, Newport incorporated as city (charter repealed, 1787).
- 1786 Emission of bills of credit £100,000; legal tender at par. (Repealed October 12, 1789.)
 September, paper-money case, Trevett vs. Weeden, settled at Newport.

- State's first jewelry business established by Seril and Nehemiah Dodge, and Jabez Gorham, in Providence (1786-1800).
- 1787 First spinning jenny made in United States constructed and put into operation by Daniel Jackson of Providence.
Population of State, 52,391.
March 27, City Charter of Newport repealed.
October 29, African slave trade forbidden in Rhode Island.
- 1789 September, first Methodist service held by Jesse Lee in Charlestown.
- 1790 Calico printing from wooden blocks begun at East Greenwich.
Population of State (first Federal census), 68,825.
May 29, Rhode Island ratifies Federal Constitution.
December, a cotton factory put into operation at Pawtucket by Samuel Slater.
- 1791 Providence Bank opens.
- 1792 Elijah Ormsbee makes successful trip on Providence River in his steamboat, the 'Experiment.'
- 1793 Second Almy, Brown, and Slater cotton mill built in Pawtucket (this mill still standing on bank of Blackstone River).
- 1794 May 8, Bristol sloop 'Nautilus' accused at Newport of impressing American sailors.
- 1796 Samuel Slater of Pawtucket provides Sunday School instruction for mill children.
- 1800 State-wide free school law enacted. Only carried into effect by Providence; except for Providence it was repealed in 1803.
Population of State, 69,122.
- 1802 Kent Academy founded (now East Greenwich Academy).
- 1805 Line of packet ships established between Newport and Charlestown.
- 1806 Lighting by 'hydrogenous gas or inflammable air produced from pit coal' introduced by David Melville at Newport.
October 29, Burrillville incorporated as town.
- 1810 Broadcloth manufactured by Bellefonte Company at Cranston.
- 1812 June, beginning of second war with Great Britain.
- 1813 British occupy Block Island.
September 10, Commodore Oliver Hazard Perry of Rhode Island defeats British in naval engagement on Lake Erie.
- 1814 'Heroes of the Lake,' a drama celebrating Perry's victory, played in Providence.
December, end of second war with Great Britain.
December, Rhode Island represented by four delegates at Hartford (Conn.) Convention.
- 1815 September 22-23, Great Gale devastates Providence.
- 1816 Rowland Hazard installs power-looms at Peace Dale woolen mills.
- 1817 May, steamboat 'Firefly,' from New York, makes first trip between Providence and Newport, inaugurating steam navigation in Narragansett Bay.
- 1819 Moses Brown School opens in Providence.

- 1821 Streets of Providence first publicly lighted.
- 1823 June, Blackstone Canal Company incorporated.
- 1824 August 23, Lafayette visits Providence.
- 1827 April, first public temperance meeting held in Providence.
- 1828 Permanent School Fund established.
Blackstone Canal (Providence to Worcester) is opened for traffic (discontinued, 1844).
January, act passed establishing public schools throughout State.
April 14, first public Roman Catholic service held in Providence.
- 1831 Franklin Lyceum founded (lasted to 1906).
Providence incorporated as city.
September 21-24, race riots in Providence, between seamen and Negroes.
December, New England Association of Farmers, Mechanics, and Other Workmen founded at Providence (disbanded, 1834).
- 1833 Antislavery movement gets under way.
June 19, Andrew Jackson, President of United States, visits Newport.
- 1835 June 2, first train runs over railroad between Boston and Providence.
- 1836 Henry Wheaton publishes first edition of 'Elements of International Law.'
- 1837 November 10, railroad connecting Rhode Island with Stonington, Connecticut, is opened.
- 1841 October-December, 'People's Constitution' framed and voted upon.
- 1842 Permanent garrison established at Fort Adams.
February-March, 'Landholders' Constitution' framed and rejected.
April, Thomas Wilson Dorr elected governor on 'People's Constitution' ticket.
June 28, Dorr forces routed at Acote Hill in Chepachet.
November 5-23, present State Constitution framed and adopted.
- 1843 Survey of public schools undertaken by Henry Barnard.
- 1845 'Barnard School Law' passed — foundation of State's modern public school system.
June, persons convicted of treason for participation in Dorr War are freed.
- 1847 September 27, first passenger train travels over Providence-Worcester railroad.
- 1850 Population of State, 147,545.
Sockanosset School (reform) for boys founded.
- 1852 Capital punishment abolished in State.
Normal School opens in Providence (becomes a State institution in 1854; is now Rhode Island College of Education).
Prohibitory liquor law passed (repealed, 1863).
- 1853 Survey of Providence Harbor made by Lieut. William A. Rosecrans.
May 20, Newport reincorporated as city.
- 1861 Controversy with Massachusetts over eastern boundary of Rhode Island settled.
April 18, first Rhode Island troops leave for Civil War.

- 1862 March 1, East Providence incorporated as town.
- 1863 Bryant and Stratton Business School founded (became Bryant College in 1935).
- 1864 First train runs over railroad to Newport from Boston.
- 1865 End of Civil War.
- 1866 David Wallis Reeves becomes head of American Brass Band in Providence.
- 1867 January 31, Woonsocket incorporated as town.
- 1868 Providence Board of Trade organized, named changed to Providence Chamber of Commerce in 1913.
- 1869 United States Naval Torpedo Station established at Goat Island.
- 1870 State Board of Education created.
Legislature abolishes imprisonment for debt.
- 1871 Betsey Williams dies, bequeathing Roger Williams Park to City of Providence.
LaSalle Academy in Providence founded.
March 8, Lincoln and North Smithfield incorporated as towns.
- 1872 Providence Opera House built (demolished, 1931).
- 1873 Steamboat ferries put into operation between Jamestown and Newport.
- 1876 Corliss engine, designed by George H. Corliss of Providence, set in motion at Centennial Exhibition in Philadelphia, President Grant being present.
- 1877 Rhode Island Institute for the Deaf founded.
Rhode Island School of Design founded.
- 1880 Tribal authority of Narragansett Indians ended.
December, Coaster's Harbor Island ceded to United States Government by citizens of Newport, for purpose of establishing training school for United States Navy.
- 1882 Electric carbon arc lights used for street lighting in Providence.
- 1883 Coaster's Harbor Island designated by Navy Department as permanent naval training station.
Northern boundary line of Rhode Island settled.
- 1884 Lincoln School founded in Providence.
Naval War College founded at Newport.
- 1885 Prohibition amendment added to State Constitution (repealed, 1889).
March 27, Pawtucket incorporated as city.
- 1887 Compulsory Education Act passed.
State Agricultural School opens at Kingston (becomes Rhode Island College of Agriculture and Mechanic Arts in 1892, and Rhode Island State College in 1909).
Talma Dramatic Club founded.
April, western boundary of Rhode Island settled.
- 1888 First electric street railway in Rhode Island opened in Woonsocket (first line in Providence in 1892).
June, Woonsocket incorporated as city.

- 1889 Mary C. Wheeler School founded in Providence.
Old Providence Cove filled in (1889-92).
- 1890 September 29-October 4, Cotton Centenary celebrated at Pawtucket.
- 1892 Women's College in Brown University founded (renamed Pembroke College in 1928).
October 21, Columbus Day first generally celebrated in State.
- 1893 St. Andrew's Industrial School founded at Barrington.
- 1895 'Rhode Island Red' hen officially recognized as new breed.
Verdandi Male Chorus founded.
February 21, Central Falls incorporated as city.
- 1896 St. George's School founded at Middletown.
- 1897 May 19, new State Flag adopted.
- 1898 Rhode Island Textile School founded.
Spanish-American War.
- 1899 June 3, eastern boundary between Rhode Island and Massachusetts finally established.
- 1900 Population of State, 428,556.
- 1901 January 1, General Assembly holds first session in new State House at Providence.
March 28, Narragansett incorporated as town.
- 1902 Incandescent lamps introduced for house lighting.
Rhode Island College of Pharmacy and Allied Sciences founded in Providence.
June, street railway strike; rioting in Pawtucket.
- 1903 Wireless telegraph introduced into State.
- 1907 Exeter School founded.
- 1909 Players Dramatic Club organized.
- 1910 March 10, Cranston incorporated as city.
State population, 542,610.
- 1911 University Glee Club founded in Providence.
- 1912 April 29, first Workmen's Compensation Act passed.
- 1913 March 14, West Warwick incorporated as town.
April, Naval Hospital commissioned at Newport.
September 10, Perry Day celebrated, as hundredth anniversary of Battle of Lake Erie.
- 1914 Car-tunnel constructed under College Hill in Providence.
Providence Lodge of the Sons of Italy organized.
- 1915 April 16, death of Nelson W. Aldrich, United States Senator from Rhode Island (1881-1911).
April 23, Farm Bureaus of Rhode Island organized.
September 11, death of William Sprague II, Civil War Governor of State.
- 1917 Providence College founded.
Pulitzer Prize awarded Maud Howe Elliott for biography of Julia Ward Howe.

- July 25, Rhode Island National Guard mustered into service of United States for war with Germany.
- September 5, State's first draft quota in World War leaves for training camp.
- 1918 Explosion at Newport Naval Torpedo Station, resulting in loss of 14 lives.
- November 11, Armistice Day, marking end of World War.
- 1919 July 1, first registration day for women voters for a presidential election.
- State population, 604,397.
- 1920 January 16, National Prohibition Amendment becomes effective; not ratified by Rhode Island.
- November 2, women vote for first time in national election.
- 1922 Radio broadcasting begins over stations WEAN and WJAR.
- January–September, textile strike; 18,000 local workers involved.
- 1923 Watchman Industrial School opened.
- 1924 Percy Marks publishes 'The Plastic Age.'
- 1925 April, Department of State Police created.
- 1928 Oliver Hazard Perry statue at State House is dedicated.
- Mount St. Charles Academy founded in Cumberland.
- 1929 Pulitzer Prize awarded Oliver La Farge for 'Laughing Boy.'
- October 24, Mount Hope Toll Bridge between Bristol and Portsmouth dedicated, and opened to traffic.
- 1930 Population of State, 687,497.
- September 25, new Washington Bridge opened between Providence and East Providence.
- 1931 April 21, Warwick incorporated as city.
- May 4, General Nathanael Greene statue at State House is dedicated.
- September 27, State airport at Hillsgrove dedicated (later closed for reconstruction, and opened again May 30, 1936).
- 1932 Providence Symphony Orchestra (the fifth) founded.
- March, Independent Textile Union founded at Woonsocket.
- May, new State Pier No. 1 on Providence River is completed (the old pier burned Feb. 25, 1931).
- September 16, remains of Roger Williams placed in vault in North Burial Ground.
- 1933 May 1, Rhode Island voters approve repeal of Prohibition Amendment; a convention ratifies repeal May 8.
- 1934 May 18, horse racing and pari-mutuel betting legalized. Narragansett Park opens August 1.
- September, the National Guard called out for strike duty in Saylesville.
- 1935 January 1, General Assembly begins reorganization of State Government. Offices of the Supreme Court declared vacant, and five new judges elected.
- May, State Department of Labor established.

July 31, Rhode Island inaugurates police teletype system in 29 police departments and law-enforcing agencies within State through central sending and receiving station at State House.

November 1, earthquake shakes northern section of United States and eastern Canada, jarring Rhode Island for 30 seconds, at 1:07 A.M.

1936 State population, 680,712.

Rhode Island observes three-hundredth anniversary of its founding and settlement.

March 10, proposal to call constitutional convention defeated at special election.

June, case of City of Newport *vs.* Newport Water Corporation, Superior Court renders decision that city has the right to acquire water works.

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B I B L I O G R A P H Y

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INDEX

Italic figures indicate the main reference of the items concerned.

- Academy of Music (Providence), 178
 Accommodations, xxi
 Acote Hill (Chepachet), 52, 445
 Adams, John, 236
 Adamsville, 423
 Agriculture
 Colonial, 93; dairying, 94, 95-96; fruit farming, 96; marketing, 93-94; modern activities in, 97; nurseries, 96; *pretensive* farming, 96; science of, 95; statistics of, 97; truck-gardening, 94
 Agriculture and Conservation, State Department of, 97, 135
 Airports
 Charlestown, 342; Middletown (Newport), 409; Smithfield, 386
 Albany Congress, 42
 Albee Stock Company (*see* Theater)
 Albion, 390
 Aldrich House (Lincoln), 381
 Aldrich House (Union Village), 379-80
 Aldrich Inn (Union Village), 379
 Aldrich, Nelson A., 56
 'Aldrich Plan,' 56
 Aldrich, William T., 148
 Algonquin Indian Council, National, 111, 453
 Allen, Ezra, 91
 Allen House (Providence), 280
 Allen, James K., 91
 Allen, Matthew, 412
 Allen, Paul, 159
 Allenville Mill (Esmond), 387
 Allston House, Washington (Newport), 226
 Almy and Brown Company (Pawtucket), 70, 78, 79
 Almy, Brown and Slater Co., 79
 Amateur Flower Show (Newport), xxv
 American Baptist Church, founding of, 34, 125
 American Brass Band, 167
 American Council of Learned Societies, 115
 American Kennel Club Dog Show (Portsmouth), xxv
American Review, Colton's (*see* Libraries: Providence Athenaeum)
 American Revolution
 Beginning of, 43; cost of, 46; effect on education, 117-18; first naval action of, 45; French troops in, 45, 46; miscellaneous references, 258, 297, 302, 412
 American Union of Swedish Singers, 168
 American Wringer Co. (Woonsocket), 313
 America's Cup Races (Newport), xxv
 Amherst, Jeffrey, 42
 Amusement Parks
 Misquamicut, Atlantic Beach Casino, 345; Pawtuxet, Rhodes on the Pawtuxet, 323
 Anawon, 29
 Andros, Edmund, Sir, 41, 203
 Angell, Abby E., 458
 Angell House (Bridgeton), 443-44
 Angell House (Centerdale), 458
 Angell House (Stillwater), 386
 Angell, James B., 454
 Angell, Mary Ann, 287, 458
 Angell Tavern (Stillwater), 386
 Anglo-Dutch War, 39
 Animals, 19-21
 'Ann and Hope' (ship), 69
 Ann and Hope Mill (Valley Falls), 395
 Annexation of Texas, opposition to, 52
 Annmary Brown Memorial (Providence) (*see* Museums, Art)
 Annual Encampment, Veterans of Foreign Wars, xxv
 Annual Horse Show (Jacob's Hill), xxv
 Annual Jamboree, Rhode Island Boy Scouts, xxv
 Annual Reception and Tea (Newport Art Association), xxvi
 Anthony, 366-67
 Anthony House (Middletown), 408
 Anthony House (Providence), 290
 Anti-Federalists, 48
 Antinomian Movement, 200
 Anti-Slavery Meetings, 52
 Anti-Theater Bill of 1762, 176
 Apgar, Lawrence, 172
 Appleby House (Stillwater), 386
 Apponaug, 324, 326
 Apponaug Company (Apponaug), 326
 Aquidneck (*see* Island of Rhode Island)
 Arcade (Providence), 283
 Arcadia, 356
 Archer, John B., 172
 Architecture
 Early Republican Period, 142, 143, 145, 146, 147; English Renaissance influence, 139-40; Georgian Period, 140, 141, 142, 145, 147; *Gothic Revival*, 144-45; *Greek Revival*, 144; houses: Connecticut type, 137-38; earliest, 137; modern domestic, 147; period, 1676-1700, 138-39; 1700-1730, 139; Warren types, 401-02; *Hudson River Style*, 145; *Providence Colonial*, 139-40; return to older styles, 145-46; Romanesque, 145
 Arctic, 366
 Arion Club, 168, 169, 173
 Arkwright, 365
 Arkwright Spinning Machines, 78
 Armenians (*see* Foreign Groups)
 Armington's Corner, 398
 Armory of Kentish Artillery (Apponaug), 326
 Armory of the Kentish Guards (East Greenwich), 327

- Arnold, Benedict, Gov., 60, 203; grave of, 222
 Arnold Homestead (Scituate), 446
 Arnold House (East Greenwich), 328
 Arnold House, Eleazer (Lincoln), 138-39, 384
 Arnold House (Foster), 456
 Arnold House, Israel (Lincoln), 383
 Arnold House (Union Village), 379
 Arnold House (Woonsocket), 315, 385
 Arnold House, foundations of (Conanicut Island), 428
 Arnold House, site of (Hopkinton), 358
 Arnold, John, 312, 315; grave of (Woonsocket), 316
 Arnold, Jonathan, 461
 Arnold, Peleg, 378, 460-61; grave of (Union Village), 380; milestone of (Union Village), 380-81; Tavern (Union Village), 380
 Arnold, Richard, 312
 Arnold, Samuel Greene, 160
 Arnold Tavern, Caleb (Cranston), 352
 Arnold Tavern, Daniel (Warwick), 325
 Arnold's Mills, 393
 Arnold's Mills Reservoirs (Cumberland), 393
 Arnold's Point (Portsmouth), 405
 Art
 Barbizon School, 153; collections, 155-56; furniture-making, 149, 150-51; Munich School, 153; painting: 151-54; Colonial, 151-53; modern, 154; Silversmithing, 149-50; W.P.A. art projects, 154
 Art and Artists, 149-56
 Art Collections (*see* Art)
 Art Gallery (*see* Westerly Memorial Building and Library)
 Ashaway, 360-61
 Ashaway Line and Twine Company Plant (Ashaway), 360
 Ashaway Textile Company Mill (Ashaway), 360
 Ashton, 390
 Automobiles, first in Newport, 213
 Avondale, 347

 Babcock, E. W., Rev., 306
 Babcock House (South Kingstown), 342
 Babcock House (Westerly), 307, 345
 Babcock, John, 299, 346-47
 Babcock, Joshua, 307
 Babcock, Mary, 299, 346-47
 Bacon, Leonard, 163
 Badger Mountain (Burrillville), 444
 Bailey, Selden A., 313
 Bailey's Beach (*see* Beaches)
 Ball, Walter S., 163
 Ballads (*see* Folklore, Folkways)
 Ballou House, Mathurin (Lincoln), 384
 Ballou Tavern (Ashton), (*see* Halfway House)
 Bank Café (Pawtucket), 323
 Bannister House (Middletown), 409
 Bannister's Wharf (Newport), 223
 Baptists (*see* Religion)
 Barker, Henry A., 179
 Barnard, Henry, 120
 Barnard, Mary, 33
 Barnard School Law, 120
 Barnes, Enoch, Capt., 460
 Barnes House (Smithfield), 459-60
 Barnes, Nathan, 460
 Barrington, 399-400
 Barrington Bridge (Barrington), 400
 Barrington Coast Guard Station, site of (Barrington), 400
 Barrington, Joan (Lady Cromwell), 32
 Barrington Town Hall (Barrington), 399
 Barry Memorial Field (Woonsocket), 317-18
 Barton, William, Col., 407-08, 415
 Battey House (Conanicut Island), 430
 Battle of Rhode Island, 45; site of first skirmish (Portsmouth), 418
 Bay Voyage Hotel (Jamestown), 428
 Beaches
 Barrington, 413. Block Island: Crescent, 438. Bristol: Town, 197. Buttonwoods: Sandy, 325. Charlestown, 342. Quonochontaug, 343. Conanicut Island: Municipal Bathing Pavilion, 431. Hamilton: Plum, 335. Middletown: Atlantic, 419; Third, 420. Westerly: Town, 345. Narragansett: Sand Hill Cove, 338; Scarborough, 338; Sherry's Bathing Pavilion, 337. Newport: Bailey's, 214; Newport, 240. North Kingstown, 330. Pawtuxet: Edgewood, 323; Stillhouse Cove Reservation, 323. Perryville-Moonstone, 342. South Kingstown: Matunuck, 341. Weekapaug, 345
 Beacon Pole Hill (Cumberland), 389
 Beaver Tail Fort (Conanicut Island), 431
 Beckwith House (Providence), 272
 Beethoven Club, 173
 Belleville, 331
 Bellomont, Lord, 41
 Belton Court (Barrington), 398
 Benedict, David, 118
 Benedict Memorial (Providence), 292
 Bennett Homestead (Foster), 447
 Bennett, James Gordon, 240
 Benson House (Providence), 270
 Berkeley, 10, 391
 Berkeley, George, 157, 204, 419
 Berkenhead, John L., 165
 Bernon, Gabriel, grave of (Providence), 268
 Big Four (Political Clique), 56
 Bill of Rights, 62
 Biscuit City, 374
 Bishop Harkin's Hall, 124
 Bishop House (Rumford), 396-97
 Bishop, Joseph B., 162
 Blackstone Canal, 53, 89, 313, 384, 388
 Blackstone River (*see* Rivers)
 Blackstone, William, 16, 32, 93, 126-27, 395
 Bliss, George Major (Newman), 450-51
 Block, Adriaen, Capt., 32, 299, 434-35
 Block Island, 433-40
 Admitted to colony, 39; agricultural products, 434; buried treasures, 437; geological structure of, 6, 7, 434; industry of, 434; miscellaneous references, 32, 40; Pequot War, effect of, 435; privateers in, 435-36; religion in, 437; Revolution, effect of, 436; settlement of 1671, 435; War of 1812, effect on, 436
 Block Island Town Hall (Block Island), 438
 Blue Garden (*see* Arthur Curtiss James House)
 Bonnet Point (North Kingstown), 336
 Bonnet Point Fort, site of (North Kingstown), 336
Book of Architecture, Designs, and Ornaments, 140

- Booth, Edwin, 177-78
 Booth, John Wilkes, 178
 Booth, Junius Brutus, 177, 178
 Boothden (Middletown), 419
 Borden House (Bristol), 188
 Boston Oratorio Society, 169
 Boston Symphony Orchestra, xxvi, 168
 Bosworth House (Bristol), 189
 Bosworth, Nathaniel, 189
 Boundary Disputes, 36-38
 Bourn, Benjamin, 47
 Bourne Mill (North Tiverton), 413
 Bowen Homestead (Coventry), 447
 Bowen Homestead, Isaac (Coventry), 447
 Bowen House, site of (Providence), 263
 Bowen, Jabez, 263
 Bowers House (Somerset, Mass.) (*see* Linden Place)
 Bowler, Metcalf, 94
 Boyd's Lane (Portsmouth), 416
 Boyd's Mill (Portsmouth), 407
 Boynton, Henry W., 163
 Bradford, 361-62
 Bradford Dyeing Association (Bradford), 361
 Bradford House (Bristol), 186-87, 196-97
 Bradford Soap Works, Original (Riverpoint), 364
 Bradford, William, 186, 415
 Bradley Home (East Providence), 410
 Brahms Club, 173
 Branch River Wool Combing Plant (North Smithfield), 378
 Bravas (*see* Foreign Groups, Portuguese)
 Brayton, Charles R., 56
 Brayton House (Union Village), 378
 Breakers, The (estate) (Newport), 233
 Brenton, William, 60, 203
 Brenton's Lightship, 235, 433
 Brenton's Point (Newport), 235
 Brenton's Reef (Newport), 433
 Brett, Mary, 116
 Breul, Hugo, 153
 Brick School House (Providence), 266
 Bridgeton, 443-44
 Bridgetown, 20, 331
 Bridgham House (Providence), 267
 Bristol, 183-98
 Architecture, 183 (*see also* Architecture);
 commerce, 184, 185; communications, 186;
 exploration, 183; Indian History, 183-84;
 industry, 185-86; Revolution, 184-85
 Bristol Common (Bristol), 190
 Bristol County Courthouse (Bristol), 191
 Bristol Harbor, view of (Bristol), 192-93
 Bristol Ferry (Bristol), 405
 Bristol Ferry Fort, site of (Portsmouth), 405
 Bristol Poor Farm (Bristol), 193
 British Encampment, site of (Bristol), 194
 Brothers of the Sacred Heart, 124
 Brotherton Indians, 28
 Brown, Benson and Ives, 69
 Brown Brothers, the, 257
 Brown, Chad, 68, 271
 Brown, Edna Adelaide, 162
 Brown, Francis H., 166
 Brown House, John (Providence), 279
 Brown House, John Carter (Providence), 143, 278-79
 Brown House, Joseph (Providence), 284-85
 Brown, James, 68
 Brown, John, 176, 279
 Brown, John, 68, 69
 Brown, John, 411-12; grave of (East Providence), 412
 Brown, John Carter, 278-79
 Brown, Joseph, 68, 140-41, 264, 284-85
 Brown Memorial Fountain (Providence), 282
 Brown, Moses, 68, 70, 78-79, 244-45, 272, 379
 Brown, Nicholas, 117
 Brown, Obadiah, 68
 Brown, Sylvanus, 67, 366
 Brown Tavern House (Providence), 286
 Brown University (Providence), 43
 As Rhode Island College, 117, 125-26, 257, 272; buildings, 272-77; commencement tradition, 43, 117; didactic department, 120; establishment of, 125-26; history of, 272-77; Morrill Act and, 122, 273-74; theatrical activity, 179; women's college (Pembroke College), 123
 Brownell House (Union Village), 379
 Bryant and Stratton Business School, 124
 Bryant College, 124
 Bryant, William Cullen, 160
 Buck Hill Road (Burrillville), 444
 Bucklin, James C., Major, 144, 271
 Budlong, James A., 352
 Budlong Rose Company Gardens (Cranston), 352
 Bull Garrison House, site of (South Kingstown), 332
 Bullock's Tavern (East Providence), 410
 Burial Grounds
 Indian: Charlestown, 343, 375-76. *White*:
 Ashaway: First Hopkinton, 362. Barrington: Prince's Hill, 399; Tyler's, 400.
 Bristol: North, 404. Central Falls: Moshassuck, 391. Clayville: New Rockland, 446.
 Conanicut Island: Artillery Lot, 430; Friends', 430. East Greenwich: Old Baptist, 328. East Providence: Little Neck, 412.
 Lincoln: St. Francis, 384. Newport: Clarke Family, 229; Clifton, 239; Common, 230; Governor's, 229-30; Island, 230; Jewish, 220. Pascoag: Saint Patrick's, 443.
 Providence: Grace Church, 322; Locust Grove, 322; North, 322; St. John's Episcopal, 268; Tillinghast, 290. South Kingstown: Quaker, 342. Tiverton: Friends', 414; Ministry Lot, 415. Union Village: Quaker, 380; Union, 380. Westerly: Old Babcock, 346-47; River Bend, 346. Woonsocket: Vose, 316
 Burlingame Farmhouse, 445-46
 Burnside, Ambrose, Colonel, 54-55, 186, 191
 Burnside Equestrian Statue (Providence), 281-82
 Burnside House (Providence), 279
 Burnside Memorial Building (Bristol), 191
 Burrillville, 441-45
 Burr's Tavern, site of (Warren), 403
 Butterfly Factory (Lincoln), 383
 Butterworth, Hezekiah, 160
 Buttonwoods, 325
 Byfield, Nathaniel, 193
 Cady Stagecoach Tavern (Glocester), 461
 Cajacet (Conanicut Island), 428-29

- Camp Ames, site of (Hoxsie), 324
 Camp Ki-Yi (Burrillville), 442
 Canal-Building, 89
 Canonchet, 27-29, 40
 Canonicus, 27, 36, 106
 Capital Punishment Abolished, 53
 Captain Pierce's Fight, site of (Central Falls), 396
 Card House (Westerly), 309
 Card, William H., Captain, 309
 Carolina, 375
 Carpenter House (Hopkinton), 358
 Carpenter House (Westerly), 309
 Carpenter, Lucy, 309
 Carr Homestead (Coventry), 447
 Carr House, Caleb (Conanicut Island), 429
 Carr House, Nicholas (Conanicut Island), 430
 Carrington, Edward, 278
 Carrington House (Providence), 278
 Carson House (North Kingstown), 331
 Carter, John, 266
 Case House (Wickford), 143, 333-34
 Case House, William H. (Kingston), 372
 Casey House (North Kingstown), 335
 Casey, Samuel, 150
 Casting Tournament, xxvi
 Cathedral Square (Providence), 290-91
 Catholic Oak (Valley Falls), 394
 Catholics (*see* Roman Catholics)
 Cellar Hole (Tiverton), 421
 Centennial Elm (Warwick), 325
 Centerdale, 458-60
 Centerville, 366
 Central Falls, 391, 395-96
 Central Glee Club, 166
 Chaminade Club, 169-70, 173
 Champion, Charles P., 346
 Champlin-Mason House (Newport), 223-24
 Chanler, Theodore Ward, 174
 Channing, William Ellery, 210; statue of (Newport), 222
 Charcoal Pits (Foster), 456
 Charity Ball (Providence), xxvi
 Charlestown, 342-44, 375-76
 Charter of 1663, 60, 125
 Charter of 1644, 60
 Cheapside (Providence), 263
 Chepachet, 445, 461
 Chepachet Town Pound (Chepachet), 445
 Child Crying Rocks (Charlestown), 375
 Child, Richard Washburn, 163
 Children's Friends Society of Rhode Island, 80
 Chipman, Nathan F., 357
 Choate, Rufus, 36
 Chopin Club, 166, 168, 170
 Chopmist Fire Lookout Station (Scituate), 446
 Chrysanthemum Show (Providence), xxvi
 Church, Benjamin, Captain, 29, 39-41, 196, 197, 423-24; first house, site of (Little Compton), 423
 Churches (by denomination)
 Baptist:
 Ashaway: First Seventh Day, 360. Block Island: Free Will, 440. Bristol, 190-91. Cranston: Oaklawn, 352. Georgiaville, 387. Hopkinton: Second Hopkinton Seventh Day, 360. Little Compton: Free Will, 423. Newport: Newport, 201; Central, 226; First John Clarke Memorial, 228. North Kingstown: Narragansett, 336. North Tiverton, 413. Pascoag: Free, 443. Pawtucket: First, 249. Warren, 402. Westerly: Pawcatuck Seventh Day, 308. Woonsocket: First, 316-17. Wyoming: Six Principal, 355
 Christian Science:
 Providence: First Church of Christ, 270
 Congregational:
 Barrington, 398. Bristol, 190. Kingston, 371. Little Compton: United, 423. Newport: Union, 224. Pawtucket, 248. Providence: Beneficent, 282; First, 142-43. Rumford: Newman, 397. Slatersville, 377. Woonsocket: Globe, 315
 Episcopal:
 Barrington: St. John's, 400. Bristol: St. Michael's, 192. Greenville: St. Thomas, 460. Newport: Trinity, 141-42, 224-26; Zion, 218. Pawtucket: St. Paul's, 250. Providence: Grace, 283; St. John's, 268. Tiverton: Holy Trinity, 421. Westerly: Christ, 306-07. Woonsocket: St. James, 315, 389
 Greek Orthodox:
 Manville: St. Mary's, 390
 Jewish:
 Newport: Temple Jeshuat Israel, 219
 Methodist:
 East Greenwich, 328. Little Compton, 423. Woonsocket, 317
 Polish:
 Woonsocket: St. Stanislas, 317
 Presbyterian:
 Newport: First, 229
 Roman Catholic:
 Bristol: St. Mary's, 190. Central Falls: Notre Dame, 396; St. Mathieu's, 391. Cumberland Hill: St. Joan of Arc, 390. Hopkinton: St. Joseph's Chapel, 357. Little Compton: St. Catherine's, 423. Nasonville: Shrine of the Little Flower, 441. Newport: St. Joseph's, 228; St. Mary's, 238-39. Pawtucket: Immaculate Conception, 250; St. John the Baptist, 251. Providence: Cathedral of SS. Peter and Paul, 290. Valley Falls: St. Patrick's, 395. Warren: St. Mary's, 403. Woonsocket: Precious Blood, 314, 389; Holy Family, 316; St. Anne's, 316; St. Charles, 316
 Ukrainian Orthodox:
 Woonsocket: St. Michael's, 317, 388
 Unitarian:
 Newport: Channing Memorial, 222. Providence, 279-80
 Universalist:
 Woonsocket, 317
 By Town:
 Jamestown: Moveable Chapel, 428. Middletown: Berkeley Memorial Chapel, 419. North Kingstown: Old Narragansett, 331, 334
 Churchill, Benjamin, 192
 Cistercian Monastery (Cumberland), 393-94
 City Hall (Newport), 228
 City Hall (Providence), 282
 Civil War, 54-55; economic expansion after,

- 55; regiments in, 54; Rhode Island casualties in, 54
 Civilian Conservation Camps, 135
 Clap, Nathaniel, Rev., 240-41
 Clark Homestead (Harrisville), 443
 Clarke and Nightingale Dock, site of (Providence), 266
 Clarke, John, 34, 37, 125, 201, 228, 417
 Clay Head (Newport), 433
 Clayville, 446-47
 Clemence House (Johnston), 459
 Clemence, Thomas, 459
 Cliff Walk (Newport), 239
 Climate, 4-5
 Climate and Equipment, xxiii
 Clinton, Henry, General, 207
 Clyde, 364
 Coal Mining
 Coal deposits (*see* Geology and Fossil Remains); history of, 11; Portsmouth coal mine, 11, 405
 Coast Guard Stations
 Block Island, 438; Narragansett, 337; Point Judith, 338; South Kingstown, 342; Westerly, 349-50
 Coaster's Harbor Island (Newport), 200, 232
 Coats Company Plant (Pawtucket), 73, 391
 Coddington, William, 34, 36, 38, 60, 200-02, 417
 Coggeshall House (East Greenwich), 329
 Coggeshall, John, 38, 60, 201
 Coggeshall's Ledge (Newport), 234
 Cohan, George M., 174
 College Hill (Providence), 254
 Collins-Aikman Company (Bristol), 192
 Collins, Arnold, 150
 Collins, Charles, 188
 Collins House (Bristol), 188
 Collins House (Newport), 231
 Colonial House (*see* Rhode Island School of Design Museum of Art)
 Colony House (Providence), 116
 Colt Drive, entrance to (Bristol), 193
 Colt, LeBaron Bradford, 56-57
 Colt Memorial High School (Bristol), 187
 Columbus, statue of (Providence), 322
 Commerce
 Foreign trade, early, 68-69; Orient, trade with, 68; sea trade (Providence), 257-58; shipping, 67-68, 301; slave trade, 67
 Comstock House (Lincoln), 382
 Conanicut Island, 39, 425-32
 Conanicut Park (Conanicut Island), 429
 Congdon House (East Greenwich), 326
 Congregational Parsonage (Slatersville), 377
 Congregationalists (*see* Religion)
 Congress of 1765, 43
 Conimicut (Warwick), 325
 Conservation, 135-36
 'Constellation,' U.S.S. (ship), 232
 Constitutional Convention, State, 62 (*see also* Federal Constitution)
 Constitutional Reform, need for, 59
 Conti, Gino, 154
 Continental Navy, 45
 Conway, William Augustus, 177
 Coojoot Black Lead Mine (South Kingstown), 332
 Cook House (Cumberland), 390
 Cooke, George Frederick, 176-77
 Cooke House (Providence), 285
 Cooke, Nicholas, 44
 Cook's Hill (Cumberland), 389
 Cooky Hill (Westerly), 305-06
 Cooper House (Wickford), 333
 Copper Mine Hill (Cumberland), 389
 Corliss, George H., 71-72
 Corné House (Newport), 241
 Corning Glass Works (Central Falls), 396
 Coronation Rock (Charlestown), 343
 Cortereal, Miguel, 32
 Cotton Industry (*see* Industry)
 Cottrell House (Kingston), 372
 Countess Szechenyi Estate (*see* Breakers, The)
 Counties, importance of, 63
 Courthouse (Newport), 218
 Cove, the, site of (Providence), 281
 Coventry, 365-68
 Cowell, Joseph, 177
 Cowesett, 326
 Cowtantowit, 25
 Crandall, Lester, Captain, 360-61
 Cranston, 11, 323, 350-53
 Cranston City Hall (Cranston), 351
 Cranston Mine (Cranston), 353
 Cranston Print Works (Cranston), 352
 Cranston, Robert, Capt., 51
 Crawford, Gideon, 66
 Crompton, 353
 Crompton Company Mills (Crompton), 353
 Cromwell, Oliver, 32
 Cross's Mills (*see* Charlestown)
 Crossways (Newport), 235
 Cubas, Isabel, 178
 Cumberland Detective Society, 393
 Cumberland Hill (Cumberland), 389-90
 Currency, 41, 46
 Curtis, George William, 161
 Cushing Art Collection (Newport), 221
 Cushing Homestead (Centerdale), 458
 Cushing Memorial Building (Newport), 221
 Cushman, Charlotte, 178
 D'Estaing, Count, 208
 Daggett House (Pawtucket), 252
 Dairy Farming (*see* Agriculture)
 Dame Schools, 116
 Damon, S. Foster, 163
 Damrosch, Leopold, 169
 Davenport, Edward L., 177
 Dawley Tavern (Wyoming), 355
 De Chastellux, Count, 266
 De Fersen House (Providence), 286
 De La Salle Academy (Newport), 240
 De Ternay, Chevalier, 208, 230, 231
 De Wolfe-Colt House (*see* Linden Place)
 De Wolfe, George, 187
 De Wolfe House (Warren), 402
 De Wolfe, James, Capt., 49, 193, 197
 De Wolfe-Middleton House, 193-94
 De Wolfe, Ruth B., 187-88
 Dean of Derry (*see* Berkeley, George)
 Denison, Frederick, Rev., 317
 Dennis House (Portsmouth), 416-17
 Dennison, Jonathan, Capt., 68
 Depot Square (Woonsocket), 388
 Devil's Foot Rock (North Kingstown), 330

- Dexter Asylum (Providence), 289
 Dexter, Edward, 275
 Dexter House, Ebenezer Knight (Providence), 289
 Dexter House, Edward (Providence), 275
 Dexter Ledge Limestone Quarry (Lincoln), 10-11, 382
 Dexter Training Ground (Providence), 291
 Diamond Hill, 392-93
 Dickens, Charles, 177
 Display of Roses (Providence), xxv
 Doane, Joshua, 150
 Dockray House (South Kingstown), 340
 Dodge, Nehemiah, 73-74
 Dodge, Seril, 73
 Dolphin House (Providence), 286
Dominion of New England, 41
 Dorr House (Providence), 269
 Dorr, Thomas Wilson, 51, 445
 Dorr War, 62
 Douglas House (Kingston), 371
 Douglass, David, 175-76, 206
 Downing, Antoinette F., 144
 Dramatics, Amateur
 Amateur Dramatic Club, 179; Providence
 Dramatic Society, 179; Talma Club, 179;
 The Players, 179; Thespian Club, 179
 Drowne, Solomon, 456
 Druid Circle (Lincoln), 382
 Drum Rock (Apponaug), 326
 Dudley, Joseph, 41
 Dudley Place (Middletown), 409
 Duel Hollow (Cumberland), 389
 Dunes Club (Narragansett), 337
 Dunn Corners, 344
 Dutch Island, 427
 Dyer House (Providence), 289
 Dyer, Mary, 38, 202
 Dyer, William, 60

 Eagleville, 414
 Early Republican Architecture (*see* Architecture)
 Earthworks (Portsmouth), 407
 East Greenwich, 39, 326-29
 East Greenwich Academy (East Greenwich), 129, 328
 East Providence, 396-98, 449-51
 East Side Electric Car Tunnel (Providence), 263
 Easton Farm (Middletown), 420
 Easton, John, 40
 Easton, Nicholas, 200
Echo, the, 100
 Eddy, Nelson, 174
 Edgehill (Bristol), 404
 Edgewood Yacht Club (Pawtuxet), 323
 Education
 American Revolution, 117-18; Barnard
 School Law, 120; consolidation of un-
 graded schools, 123; first free public school,
 118; formal, 116; health and safety, pro-
 visions for, 123 (*see also* Labor); innova-
 tions in, 121; organization of town schools,
 120; private schools, 116, 119 (*see also* by
 name); provisions for high school instruc-
 tion, 123; public school system, 117; re-
 organization of, 119; special facilities, 123;
 State Board, creation of, 121
 Education, State Department of, 123
 Edwards Hall (a building at Rhode Island
 State College, Kingston), 372
 Edwards, Morgan, Rev., 117
 Einklang Singing Society, 166
 Ekeburg, Oscar, 168
 Eldred House (Kingston), 370
 Eldredge House (East Greenwich), 326
 Eldred's One-Gun Battery, site of (Conanicut
 Island), 428
 Electro-Gilding Process (*see* Industry)
 Elizabeth Spring (Warwick), 329
 Elliott, Maud Howe, 162
 Ellis Homestead (West Greenwich), 448
 Elmhurst School (Providence), 458
 Elms, the (Newport), 240
 Emancipation Act of 1784, 52
 Emerson, Ralph Waldo, 121
 Endicott Club Tournament (Providence), xxvi
 Endicott, Governor, 435
 English Renaissance Influence (*see* Architec-
 ture)
 Episcopalians (*see* Religion)
 Esmond, 387
 Esmond Mills (Esmond), 387
 Exchange Place (Providence), 322
 Exeter, 448-49
 Exeter School (Exeter), 123, 369
 Exhibit of Handicraft Club (Providence), xxv
Exiles from Eden, 212

 Factory Inspection Laws, 123
 Faculty Club, 277
 Fales, David G., 73
 Farm Bureau (*see* Agriculture)
 Farming (*see* Agriculture and Industry)
 Farnum Homestead (Smithfield), 386
 Faunce House (Providence), 275
 Fayerweather House (Kingston), 372
 Federal Building (Providence), 281
 Federal Constitution, 46
 Federal Government, controversy with, 61-62
 Federal Hill Market (Providence), 260
 Federal Music Projects, 174
 Federalist Party, 48, 50
 Feke, Robert, 151
 Fenner, Arthur, 48
 Fenner House (Cranston), 351
 Fenner, James, 48
Fenners, administration of, 47-48
 Festival of Music, 292 (*see also* Music)
Fête des Roses (Newport), 234
 Field Garrison House, site of (Providence), 285
 Field's Point (Providence), 288
 Finns (*see* Foreign Groups)
 Fire of 1825, 177
 'Firefly' (ship), 53
 Fireplace House (Lincoln), 382
 First Academy in Rhode Island (Wickford),
 333
 First Assembly of the Colony of Rhode Island,
 38
 First Baptismal Ceremony in America, 34
 First Baptist Church in Massachusetts, site of
 (Barrington), 400
 First Baptist Society in America (*see* Religion)
 First Benjamin Church House, site of (Little
 Compton), 423
 First Child Labor Law, 121

- First Cotton Manufacturing (*see* Industry)
 First Electric Line, 90
 First Evening School, 121
 First Free Public School Law (*see* Education)
 First General Assembly, 38
 First Light Infantry Glee Club, 166
 First Mill, site of (Providence), 268
 First Portsmouth Settlement (Portsmouth), 416
 First Railroads, 53
 First Resistance to British Authority, 43
 First School (Newport), 116
 First Scythe Factory, site of (North Smithfield), 378
 First Steamboat Service (*see* Transportation)
 First Temperance Meeting, 55
 First Turnpike, 53
 First White Settlement, 32
 Fish and Game Laws, xxi-xxiii
 Fish House (*see* Crossways)
 Fish, Stuyvesant, 235
 Fisher, Clara, 177
 Fiske Homestead (Cumberland), 390
 Fiskeville, 365
 Fleur de Lys Building (Providence), 265
 Floral, Fruit, and Vegetable Exhibit (Newport), xxvi
 Fogland Ferry, site of (Tiverton), 422
 Folklore, 106-15
 Devil legends, 106; ghosts and witches, 109-10; Indian legends, 106, 107; Viking Tower (Newport), 107-08
 Folkways, 111-15
 Ballads, 114-15; foreign, 111, 114; Indian, 111; speech, 115; (*see also* Folklore)
 Follet House (Cumberland), 392
 Folsom Points, 30-31
 Fones, Daniel, 42
 Fones Houses (North Kingstown), 330
 Foreign Groups
 Armenians, 104-05; English, 102-03; Finns, 105; French-Canadians, 100-02, 311-12, 314; Germans, 104; Greeks, 105; Italians, 98-100, 364; Lithuanians, 105; Poles, 103; Portuguese, 103-04, 364; Swedes, 104; Syrians, 105; (*see also* Labor)
 Foreign Population (Providence), 259-60
 Foreign Trade (*see* Commerce)
 Foreign White Stock, statistics (*see* Foreign Groups)
 Forestdale, 377
 Forests
 Charlestown: Burlingame Reservation, 343. Cranston: Pawtuxet River Reservation, 323. Cumberland: Diamond Hill Forest Park Reservation, 392. Gloucester: George Washington Memorial Forest, 461. South Kingstown: Ministerial Woods, 341. West Greenwich: Nooseneck Hill Forest Park Reservation, 354; Wickaboxet State Forest, 448
 Forger's Cave (Burrillville), 444
 Forrest, Edwin, 177
 Fort Barton, remains of (Tiverton), 415
 Fort Butts, site of (Portsmouth), 416
 Fort Hill (East Providence), 410
 Forts
 Charlestown: Neck, 343. Conanicut Island: Beaver Head, 431; Getty, 431; Wetherell, 432. Dutch Island: Greble, 427. Middletown: Green End, 409. Newport: Adams, 208, 236; George, 237. North Kingstown: Philip Kearney, 336; Queen's, 30, 368-69. Providence: Independence, 288
 Forty Steps (Newport), 239
 Fossils (*see* Geology and Fossil Remains)
 Foster, 456, 457
 Foster, Theodore, 47, 456
 Founder's Brook (Portsmouth), 416
 Four Corners (Conanicut Island), 430
 Fox, George, 127-28, 203
 Fox Hill Fort, site of (Providence), 287
 Fox, Joseph, 347
 Francis House (Hoxsie), 324
 Franklin, Benjamin, 307
 Franklin Ferry House (Narragansett), 335
 Franklin, James, 157-58, 203
 Franklin, James, Jr., 158, 203
 Franklin Lyceum (Providence), 121
 Free Public Education, crusade for (*see* Labor)
 French and Indian War, 41-42
 French-Canadian (*see* Foreign Groups)
 French, Cyrus, 370
 French House (Kingston), 370
 French, William, 370
 Frenchtown, 329-30
 Friendship Garden (Pawtucket), 252
 Frieze, Henry S., 427
 Fruit farming (*see* Agriculture)
 Fruit of the Loom (cloth), 311
 Galilee, 338
 Game Laws (*see* Fish and Game Laws)
 Gardiner House (Narragansett), 336
 Garrison House, foundation of (Rumford), 397
 Gas Illumination, 53, 210
 Gasometer (Providence), 291
 'Gaspee' Incident, 43, 87, 257-58, 285-86
 Gaspee Point (Warwick), 323
 Gaspee Room (Providence), 289
 General Assembly
 First meeting, 296; lotteries, 119; on education, 118, 119, 124; on munitions, 366; on the theater, 176; on transportation, 91; present constitution of, 63; present form, 63
 General Court, 35, 41
 General Court of Massachusetts, 435
 General Stanton Inn (Charlestown), 342
 'General Washington' (ship), 68
 Geography and Topography
 Original boundary, 37; topographical divisions, 3-4
 Geology and Fossil Remains
 Coal deposits, 7, 8, 9; fossils, 8; glacial ice, 5-6
 'George Washington' (ship), 69
 Georgian Architecture (*see* Architecture)
 Georgiaville, 387
 Germans (*see* Foreign Groups)
 Gerry, Willis H., 163
 Gertin Marathon (West Warwick), xxvi
 Gibbs, James, 140
 Gilbert Stuart Memorial Association, 171
 Gilmore, Patrick Sarsfield, 167
 Gilmour, David, 245

- Glebe, The (South Kingstown), 331-32
 Glendale, 441
 Gloucester, 445
 Goat Island, 237
 Goat Rock (Lincoln), 382
 Goddard Brothers, 70
 Goddard, John, 150
 Goddard, William, 158, 257, 266
 Golet Estate (Newport), 233
 Goetschius, Percy, 169
 Goffe, William, 354
 Gold, Albert, 154
 Golden Ball Inn (Providence), 269
 Gorham, Jabez, 74, 150
 Gorham Manufacturing Company (Providence), 288-89
 Gorton, Samuel
 As emissary to England, 296; at Providence, 294-95; at Shawomet, 295-96, 297; early years in Rhode Island, 35; founder of Warwick, 34; home of, site (Pawtuxet), 352-53; house of, site (Warwick), 325; purchases Shawomet territory, 36; versus Massachusetts Bay Colony, 295-96
 Gothic Revival (*see* Architecture)
 Gould Island (Jamestown), 231
 Gould Island (Tiverton), 416, 421
 Government
 Civil administration, 64; early, 60-62; judiciary administration, 64-65; present, 63-65; State Constitution, 62-63; suffrage, 62; (*see also* History)
 Government Landing (Newport), 237
 Graft, John, 164
 Grand Deed of 1680, 405
 Granite Mill (Harrisville), 443
 Granite Millstone (Portsmouth), 406
 Grant's Mill, 392
 Gray House (Little Compton), 422
 Gray House (Tiverton), 421
 Gray, Robert, Capt., 421-22
 Great Chimney House (South Kingstown), 342
 Great Gale of 1815, 177, 258-59
 Great Swamp Fight (*see* King Philip's War)
 Great Swamp Fight, site of (South Kingstown), 374
 Greek Revival (*see* Architecture)
 Greeks (*see* Foreign Groups)
 Green Farmhouse (Jamestown), 426
 Green House (Warwick), 325
 Green, Theodore Francis, 58-59
 Greene, Albert, 114, 160
 Greene, Christopher, Col., 297
 Greene Homestead (Buttonwoods), 325
 Greene Homestead, Job, site of (Hoxsie), 324
 Greene Homestead, William (Warwick), 327
 Greene House, Albert (East Greenwich), 327
 Greene House, Nathanael (Anthony), 367
 Greene, Job, 70, 297
 Greene, John Holden, 142-43
 Greene, Joseph C., 167
 Greene, Nathanael, 204-05
 Greene, Nathanael, Gen.
 As militarist, 367; birthplace of (Warwick), 329; in battle at Guilford Court House, 45; rank in Continental army, 297
 Greene, Patience, 159
 Greenville, 460-61
 Greenville Tavern (Greenville), 460
 Greenwich Inn (East Greenwich), 328
 Greenwood, 324
 Greystone, 388
 Guard House, site of (Warren), 404
 Guiteras Junior High School (Bristol), 188-89
 Haines, George B., 412
 Hale House (South Kingstown), 341
 Halfway House (Ashton), 390
 Hall, George Frederic, 147
 Halsey Mansion (Providence), 290
 Hamilton, 335
 Hampden, John, 398
 Hampden Meadows, 398
 Handel and Haydn Society, 165
 Hanging Rocks (Middletown), 420
 Hannah Robinson's Rock (South Kingstown), 331
 Hans Schneider Conservatory (*see* Providence College of Music)
 Happy Hollow, 395
 Harley's Mill, 374
 Harmony, 461
 Harness Races (Pascoag), xxvi
 Harper, Joseph, 176
Harper's Weekly (periodical), 161
 Harris, 365
 Harris, Edward, 313, 315
 Harris House (Harrisville), 442
 Harris Quarry (Lincoln), 10, 381
 Harrison, Peter, 141
 Harrisville, 442-43
 Harrisville Mill (Harrisville), 442
 Harte, Bret, 161
 Hartford Convention, 50
 Hazard, Benjamin, 228
 Hazard, Caroline, 162
 Hazard Castle (Narragansett), 338
 Hazard House (Narragansett), 336
 Hazard House (South Kingstown), 340
 Hazard, Isaac P., 339
 Hazard, Rowland, 71
 Hazard, Rowland Gibson, 162, 339, 375
 Hazard, Thomas Robinson, 161-62
 Hearthside (Lincoln), 144, 383
 Hebrew Choral Society, 173
 Helme House (South Kingstown), 332
 Henry Barnard School, 124
 Henschel Club, 171
 Herreshoff, John Brown, 194-95
 Herreshoff Manufacturing Company (Bristol), 194-95
 Hessian Hole (Portsmouth), 406
 Hickox House (*see* Carpenter House)
 Hicks House (North Tiverton), 414
 Hicks, Joseph, 414
 Higgins, James H., 57
 High School Instruction, provision for (*see* Education)
 Highways (*see* Transportation)
 Hillsgrove, 324
 Hiscox House (Hopkinton), 357
 History
 Early, 32-36, 45-47; first official use of name, 35; political and military to 1776, 38-44; rise of democracy, 47-52; Royal Charter of 1663, 39; the modern state, 52-59

History of Rhode Island and Providence Plantations (book), 160
History of the American Revolution (book), 45
 Histrionic Academy (Providence), 176, 257
 Hog Island (Portsmouth), 406
 Hog Pen Point (East Providence), 410
 Hogan, Helen (Mrs. Cecil V. Coome), 172
 Holden, Randall, 60, 296
 Holiday House (Watch Hill), 350
 Holland House (South Kingstown), 341
 Holland, W. S., 453
 Holliman, Ezekiel (*see* Holyman, Ezekiel)
 Holmes, Obadiah, 228
 Holyman, Ezekiel, 34, 325; burial place (Warwick), 325
 Honeyman House (Middletown), 418
 Honeyman, James, Jr., 418
 Honeyman, James, Rev., 418, 421
 Hope, 365-66
 Hope Furnace, 67; site of (Hope), 366; (*see also* Industry)
 Hope Valley (Hopkinton), 357
 Hopkins, Esck, 45
 Hopkins Homestead, site of (Scituate), 456
 Hopkins House (Providence), 139, 280
 Hopkins Mills, 456
 Hopkins, Sara F., 162
 Hopkins, Stephen,
 Contributor of the *Gazette*, 158, 257; house of (Providence), 139, 280; in public office, 42-43; miscellaneous reference, 358
 Hopkinson, Francis, 164
 Hopkinton, 358-60
 Hopper, De Wolf, 187
 Hoppin, Augustus, 161
 Hosmer, Elmer S., 172
 Howard Hall, site of (Providence), 283
 Howard, Martin, 228
 Howe-Churchill-Diman House (Bristol), 143-44, 191-92
 Howe, Julia Ward, 161
 Howe, Wallis E., 146
 Howland, Daniel, 415
 Howland House (East Greenwich), 327
 Howland, John, 118
 Hoxsie, 324
 Hoxsie Memorial (*see* Westerly Memorial Building and Library)
 Hoyle Tavern, site of (Providence), 291, 451
 Hudson River Style (*see* Architecture)
 Huguenot Settlement Marker (East Greenwich), 368
 Hull Farm (Conanicut Island), 429
 Hull Swamp (Conanicut Island), 429
 Hunter House (Newport), 231
 Hutchinson, Anne, 34, 35; at Portsmouth, 200, 416, 417
 Ice Carnival (Providence), xxv
 Ida Lewis Yacht Club (Newport), 237
 Ide Homestead (East Providence), 398
 Impressment, fear of, 48
 Indian Acres (Sweet's Hill), 442
 Indian Church (Charlestown), 375
 Indian Legends (*see* Folklore) [52]
 Indian Soapstone Quarry (Johnston), 12, 451-
 Indian Tercentenary (Sweet's Hill), 442
 Indians
 Agriculture, 23; archeological remains,

30; Brothertons, 28; Christianity and, 26; counting system, 22; currency, 22; diet, 23; gods, 25; Hobomoko, legend, 419-20; houses, 24; hunting, 23; in Westerly, 299; Iroquois at Newport, 209; Johnston ceremonies, 453; King Philip's War, 26, 27-28, 28-30 (*see also* individual entry); manufactures, 23, 452; name derivations, 30; Narragansetts, 26, 27, 29, 336, 339-40, 434; Niantics, 26-27; Nipmucks, 26; Pequots, 26; population, 25; quarrying operations, 12, 30, 451-52; recreation, 24; relics (Museum of Natural History, Providence), 292; sickness, treatment of, 24-25; Treaty of Taunton (1671), 28; Wampanoags, 27, 28, 29, 40, 184; weapons, 25; wearing apparel, 24; women, 23-24
 Industry
 Acts limiting Colonial manufacturing, 42; Arkwright process, 70; farming, 66; jewelry manufacturing, 73-74, 76; metal, 66-67, 72-73, 76, 313; quarrying, 304; rubber, 74, 76-77, 313; shipbuilding, 66, 68, 69, 301; silversmithing, 74; textile, 47, 70-73, 74-76; textile areas, 211, 297, 298, 311, 312-13, 363; (*see also* Commerce, Labor)
 Industry and Commerce, 66-77
 Infantry Hall (Providence), 285
 Intercolonial Wars, 40
 Interscholastic Track Meet (Providence), xxv
 Invitation Golf Tournament (Providence), xxv
 Invitation Tennis Tournament (Newport), xxvi
 Irish Homestead (Middletown), 409
 Iron Manufactures (*see* Industry)
 Iron Mine Hill (Cumberland), 7, 389
 Isham, Norman M., 137, 138, 150
 Island of Rhode Island, 15, 34, 200, 404;
 Aquidneck, as refuge for Shawomet purchasers, 296
 Italians (*see* Foreign Groups)
 Italo-American Club, 100
 Ives House (Providence), 277-78
 Ives, Thomas Poynton, 54, 277
 Jackson, Robertson and Adams, 146
 James House (Newport), 236
 Jamestown, 426-27
 Jamestown-Saunderstown Ferry (Jamestown), 427
 Jencks Forge, site of (Pawtucket), 249
 Jencks House (Lincoln), 383
 Jencks, Joseph, Jr., 66-67, 242
 Jencks Legend, 454-55
 Jesus Marie Convent (Woonsocket), 314
 Jewelry manufacturing (*see* Industry)
 Jews (*see* Religion)
 'John Goddard and his Work' (article), 150
 'John Jay' (ship), 69
 Johnston, 452-53
 Johnstone, Augustus, 228
 Jones, William, Governor, 48, 50
 Jordon, Jules, 168, 169
 Journalism, 157-59
 'Juno' (ship), 185
 Kaufer, Waldo, 154
 Kelly, Eben, 166
 Kent Academy (*see* East Greenwich Academy)

- Kent County Court House (East Greenwich), 328
 Kent County Jail, first (East Greenwich), 329
 Kentish Guards, 327
 Kenyon, 374-75
 Kenyon Piece Dye Works (Kenyon), 375
Key into the Language of America (book), 23, 157
 Kidd, Captain, 429
 Kimball Bird Sanctuary (Charlestown), 343
 King and Astor Cup Races (Newport), xxvi
 King Charles Charter, 1663, 51
 King George's War (Third French War), 42
 King Homestead (Johnston), 452
 King Philip, 27-28, 30, 106, 184, 195, 196; headquarters of, 183
 King Philip's Chair (Bristol), 196
 King Philip's Spring (Bristol), 196
 King Philip's War
 Battle of Warwick, 1676, 30; effect on Newport, 203; effect on Providence, 256; effect on Warwick, 296; Great Swamp Fight, 29, 40; object of, 28; miscellaneous references, 39, 137, 138, 184, 414
 King, Samuel Ward, 51
 King Tom Farm (Charlestown), 343
 King William's War, 40
 King's Rocks (Warren), 404
 Kings Towne, 39
 Kingston, 370-75
 Kingston Court House (Kingston), 370
 Kingston Fair (Kingston), xxvi
 Kingston Inn (Kingston), 371
 Kingston Post Office (Kingston), 371
 Knight, Nehemiah Rice, 50
 Knights of Columbus Glee Club, 173
 Koopman, Harry Lyman, 162

 La Farge, Christopher, 163
 La Farge, Oliver, 163
 La Salle Academy (Providence), 122, 458
 Labor
 American Federation of, 82, 84; education and, 80, 81; first women's compensation act, 83; immigrant, 81, 82; legislation on, 81, 82, 83, 84, 85; organizations, 80, 82, 83, 84; State board, creation of, 82-83; strikes, 57, 83, 391; textile, 78, 80, 82; women and, 80; working hours, 80; (*see also* History)
 Labor, Bureau of, 83
 Labor Legislation, 57
 Ladd, Joseph Brown, 159
 Lafayette, 449
 Lafayette House (Tiverton), 421
 Lafayette, Marquis de, 189, 251, 258
 Lakes
 Burrillville: Spring, 441; Wallum, 444.
 Coventry: Tiogue, 353. Misquamicut: Winnapaug, 344. Pascoag: Pascoag Reservoir (Echo), 443
 Lakeside Preventorium (Hoxsie), 324
 Laliberte, Monseigneur, 391
 Land and Products Values (*see* Agriculture)
 Landholders' Constitution, 51
 Landmark Stone (East Providence), 410
 Land's End (Newport), 234
 Langley, Allan Lincoln, 174
 Langley House (Newport), 223
 Lapham Institute (North Scituate), 121, 124
 Latham Cottage (Smithfield), 460
 Law, Andrew, 164-65
 Lawton House (Newport), 219
 Lawton's Valley (Portsmouth), 407
 Legg, Joseph, 177
 Libraries
 Ashton, 390. Block Island: Block Island Free, 438. Bristol: Rogers Free, 187. Central Falls: Adams Memorial, 396. Coventry: Coventry Association, 366-67. Cranston: William H. Hall Memorial, 322-23. Exeter: Manton Free, 448-49. Jamestown: Philomenian, 426. Kingston: Kingston Free, 371. Little Compton: Brownell, 423. Newport: People's, 238; Redwood Library and Athenæum, 220-21. Pascoag: Public, 443. Pawtucket: Deborah Cook Sayles Public, 249-50. Peace Dale: Hazard Memorial, 339. Portsmouth: Public, 417. Providence: Annmary Brown Memorial, 277; Athenæum, 271; Brown University (John Hay), 272, 273; Elmwood Public, 322; Providence Public, 282; Shepley, 280. Warren: George Haile Free, 403. Westerly, 156. Woonsocket: Harris Institute, 315
 Lighthouses
 Block Island: Southeast Point, 439. Conanicut Island: Beaver Tail, 431. Cranston: Bullocks Point, 323. East Providence: Pomham, 411. Narragansett: Point Judith, 338; Whale Rock, 336. Newport: Lewis, 237. Warwick: Warwick Neck, 325. Westerly: Watch Hill, 303, 350. Wickford: Poplar Point, 333
 Lightning Splitter House (East Providence), 411
 Lightning Splitter House (Providence), 286-87
 Lillibridge House (Hopkinton), 357
 Limerock, 10, 12, 381
 Limerock Grange (Lincoln), 381
 Lincoln, 381, 382, 384, 390, 391
 Lincoln, Abraham, 228
 Lincoln, James S., 153
 Lincoln School (Providence), 122
 Lind, Jenny, 166
 Linden Place (Bristol), 187
 Lippitt, 365
 Lippitt, Christopher, Col., 297
 Lippitt Estate (Cumberland), 390
 Lippitt, Henry, Col., 178
 Lippitt Mill (Lippitt), 365
 Lister Worsted Company Plant (Stillwater), 386
 Literary and Philosophical Society (Newport), 206
 Literature
 Colonial, 157, 158, 159; first newspaper, 157-58; first press, 157-58; historical, 159, 160; Journalism, 157-59; recent, 162-63
 Lithuanians (*see* Foreign Groups)
 Little Compton, 422-24
 Little Compton Common (Little Compton), 422-23
 Little Compton Town Hall (Little Compton), 423
 Little Rest, 332, 370
 Long Distance Overnight Yacht Race (Cranston), xxv

- Long Wharf (Newport), 230
 Longfellow, Henry Wadsworth, 160-61
 Lonsdale, 391
 Loom and Shuttle Inn (Harrisville), 442
 Lopez, Aaron, 69-70, 203
 Lucca House (*see* Reynolds House)
 Luce Hall (*see* Naval War College)
 Luce, Stephen B., 232
 Ludowic, Christinas, 157
 Luther, Seth, 80
 Lutherans (*see* Religion)
 Lyman, Daniel, 228
 Lyndon, Josias, 43
- MacColl, Hugh F., 171-72
 MacDowell Club, 169
 Macomber, John, 94
 MacSparran, James, 332
 'Maidstone' incident, 43, 207
 Malbone, Edward G., 152, 272
 Malbone, Godfrey, 238
 Malbone Town House (Newport), 238
 Mall, the (Providence), 281
 Manning, James, Rev., 117, 264, 273
 Mansion House (Narragansett), 338
 Manual Art Exhibit (Providence), xxv
 Manville, 390
 Mapleville, 444
 Marble Palace (Newport), 234
 Marchant House (South Kingstown), 374
 Marion Woolen Company, Inc., Mill (Wyo-
 ming), 357
 Mark Rock (Hoxsie), 324
 Market Square (Woonsocket), 385
 Marks, Percy, 162
 Mary C. Wheeler School (Providence), 122
 Masham, William, Sir, 32
 Mason, John, Capt., 299
 Masonic Order, 128, 202
 Massachusetts Bay Colony *versus* Gorton, 295
 Massasoit, 27, 28, 184
 Massasoit's Spring (Warren), 403
 Matthews, J. Sebastian, 172
 Maudsley House (Newport), 224
 Maudsley, John, Capt., 224
 Maxfield's Corner, 400
 Maxson, John, 304
 Maylem, John, 158
 McCarthy, Joseph, 154
 McHugh, Vincent, 163
 McVickar House (Providence), 268
 Meadow Brook Golf Club (Richmond), 356
 Medbury Homestead, Jesse (East Providence),
 411-13
 Medbury, Jesse, 412
 Meeting-House Bridge (Ashaway), 362-63
 Meeting-Houses
 Arnold's Mills: Quaker, 393. Conanicut
 Island: Friends, 430. Cranston: Friends,
 352. Cumberland: Ballou, 389. East
 Greenwich: Friends, 328. Lincoln: Friends,
 384. Newport: Friends, 229; Hopkins,
 240; Sabbatarian, 219-20. Portsmouth:
 Quaker, 418; Union, 418. Providence:
 First Baptist, 140, 264-65; Friends, 266-
 67; Old Friends, 289. Union Village:
 Friends, 380. Westerly: Friends, 310
 Meeting Street Schoolhouse (Providence), 123
 Melville (Portsmouth), 407
- Melville, David, 53, 210
 Memorial Hall (Providence), 271
 Memorial Square (Providence), 284
 Mendelssohn Choral Society, 168
 Mendelssohn Club, 169
 Metacom (*see* King Philip)
 Metcalf, Stephen O., country home of (West
 Greenwich), 448
 Methodists (*see* Religion)
 'Metis,' wreck of, 349
 Metropolitan Opera Company, 174
 Mexican War, 52-53
 Miantonomi, 26, 27; at Shawomet purchase,
 295
 Miantonomi Hill (Newport), 239
 Mid-Winter Concert (Providence), xxv
 Middletown
 Revolution, effect of, 420; set apart from
 Newport, 205; War of 1812, effect on, 420
 Military Ball (Providence), xxv
 Mill Industries, 78
 Employees' conditions in, 80; (*see also*
 Industry)
 Millstone (Scituate), 453
 Mineral Resources
 Coal, 9, 11; gold, 10; greenstone, 10; lime-
 stone, 10-11; sand plains, 11-12; Westerly
 granite, 9
 Misquamicut, 39, 344-45
 Moffat, Thomas, Dr., 228
 Moffett Mill (Lincoln), 383
 Mohegan Bluffs (Block Island), 439
 Mohegan Trail (Block Island), 439
 Molasses Act, 42
 Monday Morning Musical Club, 169, 171
 Montferrat, Joe, 101
 Monuments
 Ashaway: Minister's, 362. Block Island:
 Mariners', 440; Tercentenary, 437. Bris-
 tol: Soldiers' and Sailors', 191. Charles-
 town: Stanton, 344. Chepachet: Dorr,
 445. Little Compton: Rhode Island Hen,
 423. Newport: Rochambeau, 229. Provi-
 dence: Benedict Memorial, 147-48; Roger
 Williams, 148. South Kingstown, 332.
 Tiverton: World War, 421. Valley Falls:
 Blackstone, 395
 Monument Square (Woonsocket), 388
 'Moral Dialogues' (*see* Theater)
 Moses Brown School (Providence), 119, 128,
 289; (*see also* Education)
 Motor Vehicle Laws, xxiii-xxiv
 Mount Hope, 183, 184
 Mount Hope Bridge (Bristol), 404-05
 Mount Hope Farm (Bristol), 195-96
 Mount Pleasant, 441
 Mount Saint Charles Academy (Woonsocket),
 124
 Movable Chapel (Jamestown), 428
 Mowry, Albert J., 461
 Mowry, Daniel, 460-61
 Mowry, George W., 460
 Mowry House (Providence), 138
 Mowry House, Annanias (North Littlefield),
 385
 Mowry House, Joseph (Smithfield), 386
 Mowry-Smith House (Lincoln), 381
 Mowry Tavern (*see* Whipple House)
 Mowry's Corner Tavern (Smithfield), 460

- Mt. Hygeia (Foster), 456
 Mumford, John, 204
 Munday, Richard, 141-42
 Municipal Wharf (Providence), 410
 Munro Greenhouse (Westerly), 309
 Museums, Art
 Newport: Art Association, 156, 221; Redwood Library, 156. Providence: Annmary Brown Memorial, 156, 277; Athenæum, 271-72; Colonial House (*see* Rhode Island School of Design: Museum of Art); Rhode Island School of Design, 155, 270. Westerly: Westerly Gallery, 156. Wickford: South County, 156
 Museums, Historical
 Bristol: King Philip, 196. Newport: Newport Historical Society, 219. Peace Dale: Primitive Culture, 31, 339. Providence: Natural History, 31, 292; Rhode Island Historical Society, 31; Betsey Williams Cottage, 292
 Museums, Industrial
 Wickford: South County Barn Museum, 334-35
 Museums, Natural History
 Providence: Brown University, 8; Natural History, 292
 Music
 First musical activity, 164; modern changes in, 170; musical education, introduced in public schools (Providence), 165; organizations, 165, 166, 167, 168, 169, 170, 171, 173 (*see also* by name); Puritan tradition, 164; secular choral music, movement toward, 166; State appropriation for, 1935, 171; Works Progress Administration in, 174; (*see also* Theater)
 Music Week Festival (Providence), xxv
 Nagle, Urban, Rev., 163
 Nannaquaket Grange Hall (Tiverton), 414
 Napatree Point (Watch Hill), 348-49
 Narragansett, 336-38
 Narragansett Basin, 6, 8
 Narragansett Bay, 3, 4, 11, 12, 14-15, 32, 37, 49, 66, 86
 Narragansett Brewing Co. Plant (Cranston), 351
 Narragansett Finishing Co. (Westerly), 311
 Narragansett Fire Station (Warren), 402-03
 Narragansett Pacer (breed), 93
 Narragansett Park Racing Season (Pawtucket), xxv
 Narragansett River (*see* Rivers)
 Narragansett Weekly (periodical), 304
 Narrows Fort, site of, 197
 Nasonville, 441
 Natick, 364
 National Algonquin Indian Council, 111, 453
 National Federation of Music Clubs, 169, 173
 National Society of Colonial Dames (Providence), 280
 Natural Setting
 Animals, 19-21; climate, 4-5; geography and topography, 3-4; geology and fossil remains, 5-9; mineral resources, 9-12; plants, 17-19; soil, 12-14; water resources, 14-16; (*see also* entries by name)
 Nautilus' (ship), 48
 Naval War College (Newport), 232-33
 Navy Day Observances (Newport), xxvi
 Nayatt Point (Barrington), 412
 Negroes, 98, 105, 124; elections (Newport), 205
 Nelson, Thomas, 190-91
 Neutaconkanut Hill, 12, 133
New England Almanac, The, 157
 New England Horseshoe Pitchers' Championship Tourney (Providence), xxvi
 New Harbor (Block Island), 437, 438
 New Industrial Trust Building (Providence), 147, 281
 New Shoreham (*see* Block Island)
 New York Manufacturing Co., 78
 Newman, Samuel, Rev., 397
 Newport Memorial Tower (Newport), 409
 Newport
 As slave center, 205-06; as summer resort, 211, 214, 215; British occupation of, 45, 207-08; commercial activity, 205-06; cultured society in, 206-07, 212, 213, 214-16; depression, effect on, 215-16; early customs, 210; early voting, 205; French occupation of, 208-09; *Gilded Age*, the, 214-15; incorporation as city, 209; industries, 205; intraclass feeling, 214; Jews in, 202-03; pre-Revolutionary incidents, 207; Quakers in, 202; record incorporation as city, 212; Revolution and, 206-09; shipbuilding, 202; social divisions, 199; textile industry in, 211; theater in, 206 (*see also* Theater); union with Portsmouth, 201; War of 1812, effect on, 211; World War, effect on, 215
 Newport Artillery Armory (Newport), 226
 Newport Artillery Co. (Newport), 226
 Newport Baptist Church (second in America) (Newport), 201
 Newport Casino (Newport), xxv, 239-40
 Newport Flower Show (Newport), xxv
Newport Mercury (newspaper), 158, 203
 Newport Skating Rink (Newport), 213
 Niantics, 26-27; (*see also* Indians)
 Nichols House (Kingston), 371
 Nichols House (Newport), 229
 Nichols, Jonathan, 231
 Nightingale-Brown House (*see* Brown House, John Carter)
 Nightingale, Joseph, 278
 Nine Men's Misery (Cumberland), 393-94
 Ninigret, 26
 Ninigret, George, 305
 Ninigret, statue of (Watch Hill), 348
 Ninigret, Thomas, 117, 343
 Ninigret's Fort (Charlestown), 30
 Nipmucks, 26; (*see also* Indians)
 Nock, Albert Joy, 163
 North Kingstown, 33-35, 333
 North Kingstown Beach (North Kingstown), 330
 North Providence, 388, 458-60
 North Road (Conanicut Island), 429
 North Scituate, 453
 North Smithfield, 377, 378-81
 North Tiverton, 413-14
 Northmen's Rock (Bristol), 197
 Northup House (North Kingstown), 331
 Novelty Park Club Marathon (Pawtucket), xxv
 Nurseries (*see* Agriculture)

- Oak Swamp Reservoir (Johnston), 453
 Oakland, 444
 Oakland Beach, 325
 Oakland Worsted Mill (Oakland), 444
 Occom, Samson, 28
 Ochee Spring (Johnston), 451
 Old Arsenal (Providence), 269, 322
 Old Bank (Union Village), 379
 Old Belfry Stone Mill (Georgiaville), 387
 Old Brick House (East Greenwich), 329
 Old City Hall (Newport), 217
 Old Colony Fall River Railroad Co. (Newport), 212
 Old Colony House (Newport), 142, 218-19
 Old Forge, site of (Warwick), 329
 Old Fort Farm (Middletown), 409
 Old Franklin House (Providence) (*see* Rhode Island School of Design)
 'Old Grimes' (poem), 114, 160
 Old Grist Mill (Portsmouth), 406
 Old Harbor (Block Island), 437
 Old Kingston Courthouse (Kingston), 371
 Old Market House (Providence), 262-63
 Old Milestone (Union Village), 380
 Old Narragansett Bank House (Wickford), 334
 Old Pidge Tavern (Pawtucket), 251, 322
 Old Schoolhouse (Conanicut Island), 430
 Old Schoolhouse (Slatersville), 377
 Old Shipyard, site of (Westerly), 309
 Old Slater Mill (Pawtucket), 247
 Old State House (Providence), 267
 Old Stone Chimney House (Lincoln) (*see* Arnold Tavern)
 Old Stone House (Armington's Corner), 398
 Old Stone Mill (Newport), 203, 221-22
 Old Tavern (Kingston), 372
 Old Toll Gate House (Georgiaville), 387
 Old Town Hall (Westerly), 306
 Old Town House (Wickford), 333
 Old Town House, site of (Providence), 271
 Old Warwick (Warwick), 325
 Old Whipping Post Farm (Westerly), 345
 Old Wilcox Tavern (Charlestown), 344
 Old Yellow Tavern (Smithfield), 385
 Oldham, John, 435
 Olney House (North Providence), 459
 Olney, Mary E., 459
 Olney Pond (Lincoln), 382
 Olney, Thomas, 60
 Olneyville Square (Providence), 451
 Orient, trade with (*see* Industry)
 Original boundary of Rhode Island (*see* Geography and Topography)
 Ormsbee, Elijah, 88
 Orphéon Ste. Cécile, 173
 Osgood, George L., 168
 Otis, Jonathan, 150
 Owen, William, 164
 Owl's Nest Fort, site of (Tiverton), 416

 Pabodie House (Little Compton), 423
 Pabodie Memorial (Little Compton), 423
 Paine Tavern (Smithfield), 460
 Paine, Thomas, Capt., 40-41, 428-29
 Painting (*see* Art and Artists)
 'Palatine' (ship), 439, 440
 Palatine graves, site of (Block Island), 439
 Palmer, Fanny Purdy, 162
 Park, Joseph, 304

 Parker, Peter, Sir, 207, 420
 Parks
 Central Falls: Jenks, 396. Charlestown: Fort Neck Lot, 343. Cranston: Meshanticut, 352. East Providence: Crescent, 411. Barrington: Hines Memorial, 412. Lincoln: Lincoln Woods Reservation, 133, 382; Pawtucket People's, 384. Little Compton: Wilbur's, 424. Narragansett: Pettaquamscutt, 337; Sprague Memorial, 338. Newport: Aquidneck, 238; Battery, 231; Equality, 229; King, 237; Miantonomi, 239; Touro, 221. Exeter: Beach Pond Reservation, 355. Richmond: Dawley Memorial Park, 355. West Greenwich: Nooseneck Hill Forest, 354. North Kingstown: Basoqutogaug, 369. North Smithfield: Slater, 376. Pawtucket: Narragansett, 251; Slater, 251; Wilkinson, 250. Cranston: Edgewood Beach, 323; Stillhouse Cove Reservation, 323. Portsmouth: Lehigh Hill Park, 406. Providence: Abbott Park Place, 282-83; City Hall, 281-82; Hayward, 291; Roger Williams, 17, 18, 132-33, 291-92, 307, 322; Tockwotton, 90, 288. Scituate: Ponagansett Grove, 446. Smithfield: Washington, 386. Tiverton: Island, 416. Warren: Burr's Hill, 404. Warwick: Goddard Memorial, 133, 329. Westerly: Wilcox, 298, 306. Woonsocket: Cold Spring, 317, 388; Edna Dunn, 317; Globe, 317; Central, 318
 Pascoag, 443
 Pasquiset Indian Trail (Richmond), 375
 Pasquiset Pond (Richmond), 375
Pawcatuck Advertiser (*see* *Narragansett Weekly*)
 Pawcatuck Bridge (Westerly), 308, 345
 Pawcatuck River (*see* Rivers)
 Pawtucket
 Settlement, 242; metal industry, 242-43; taverns, 243; changes in legal status, 244; textile industry, 244-46; labor, 246-47
 Pawtucket Boys' Club (Pawtucket), 250
 Pawtucket City Hall (Pawtucket), 247
Pawtucket Gazette and Chronicle (newspaper), 243
 Pawtucket Senior High School (Pawtucket), 247-48
Pawtucket Times (newspaper), 244
 Pawtuxet, 295, 323
 Pawtuxet Cove (Pawtuxet), 323
 Peace Dale, 339
 Peck, Annie S., 162
 Peleg Arnold's Stone (Union Village), 380-81
 Pembroke College (*see* Brown University)
 People's Constitution, 51
 People's Party, 51
 Pequots, 26; (*see also* Indians)
 Percy, Lord, 207
 Perkins House (Kingston), 372
 Perry House, Oliver (Newport), 217
 Perry House, Oliver Hazard (South Kingstown), 340
 Perry House, Samuel (Perryville), 341-42
 Perry, Matthew C., Commodore, 53-54, 212; statue of (Newport), 222
 Perry, Oliver Hazard, 49, 224; statue of (Newport), 217
 Perryville, 341-42

- Pettaquamscutt Purchase, 116
 Pettaquamscutt Rock (South Kingstown), 332
 Phenix, 365
 Phillips House (Belleville), 331
 Phillips' Tavern, site of (Scituate), 455
 Piano Teachers' Institute, 169
 Pidge Tavern (Pawtucket), 251, 322
 Pierce, Michael, Capt., 40
 Pilgrims, 27
 Pillory, site of (Providence), 267
 Piracy, prosecution of, 204
 Pirate's Cave (Conanicut Island), 431
 Pitman, Joseph S., 54
 Pitman, Saunders, 150
 Planning Board, State, 135-36
 Plantation Covenant, 34
 Plante, Alfred T., 173
 Plants, 17-19
 Pocasset (*see* Portsmouth)
 Pocasset Hill Reservoir (Tiverton), 414
 Poe, Edgar Allan, 161, 272
 Point Farm (Conanicut Island), 429
 Point Judith, 338
 Point Judith Country Club (Narragansett), 338
 Point Pleasant Farm (Bristol), 193
 Point Street Bridge (Providence), 287
 Poles (*see* Foreign Groups)
 Polish-American Society, 103
 Pomham, 295
 Pomham Club (East Providence), 411
 Pomham Fort, site of (Warwick), 325
 Ponagansett Bridge (Scituate), 446
 Ponds
 Apponaug: Gorton, 324. Block Island:
 Great Salt, 434, 438. Hoxsie: Warwick,
 324. Weekapaug: Quonochontaug, 345
 Pontiac Finishing Plant (Warwick), 297
Poor Robin's Almanac, 157
 Poppasquash Neck (Bristol), 193
 Population
 Decline of, 1782, 46; 1790, 47; 1930, 59
 Portsmouth, 200, 201, 417-20
 As Pocasset, 34-35; earliest activities, 417-
 18; Revolution, effect on, 417
 Portsmouth Coal Mines (Portsmouth), 405
 Portsmouth Priory School (Portsmouth), 406
 Portuguese (*see* Foreign Groups)
 Pothier, Aram J., 57-58, 101, 102
 Potowomut, 329
 Potter, Elisha R., 121, 371
 Potter, Elisha R., Jr., 371-72
 Potter Hill (Ashaway), 362
 Potter House (Kingston), 371
 Potter House (Newport), 118, 230-31
 Potter House, John (South Kingstown), 340-41
 Potter House, Samuel (South Kingstown), 340
 Potter, Samuel T., 48
 Potter, Simeon, 118, 230
 Potter's Cove (Conanicut Island), 428
 Potter's Hill (Conanicut Island), 428
 Poultry farming (*see* Agriculture)
 Powderly, Terence V., 82
 Power looms, introduction of, 79; (*see also*
 Industry)
 Powers, Nicholas, 68
 Prescott House (Middletown), 407-08
 Prescott House (Newport), 222-23
 Prescott, Richard, Gen., 407-08; as commander
 of British army in Newport, 207-08; head-
 quarters of, 222; character of, 223
 'President' (ship), 69
 Price's Neck (Newport), 235
 Prince, Frederick, 234
 Prince's Hill, 399
 Princess Red Wing, 442
 Pringle Hall (*see* Naval War College)
 Printing and Bleaching Textiles (*see* Industry)
 Private Schools (*see* Education)
 Privateering, 206, 211
 Prohibition Laws, 55-56
 Proprietors' Company, 34
 Prospect Hill (Providence) (*see* College Hill)
 Prospect Terrace (Providence), 270
 Providence, 252-92, 322
 Commerce, 257-58 (*see also* Commerce);
 Providence County Courthouse, 146, 261,
 271; early history, 255-58; education,
 257 (*see also* Education); general descrip-
 tion, 253-55; industry, 259 (*see also* In-
 dustry); inns and taverns, 256; King
 Philip's War and, 256 (*see also* History);
 Revolution, 257-58; sole capital, 260
 Providence Art Club (Providence), 153, 265
 Providence Association of Mechanics and
 Manufacturers, 118
 Providence Athenæum (*see* Libraries)
 Providence Bank, 53
 Providence College (Providence), 124, 287;
 (*see also* Education)
 Providence College of Music, 173
 Providence Colonial style (*see* Architecture)
 Providence Community Concert Season (Provi-
 dence), xxvi
 Providence Conference of the Methodist
 Church, 118
 Providence County, 36
 Providence County Courthouse (Providence),
 146, 261-62
 Providence Festival Chorus Concert (Provi-
 dence), xxv
Providence Gazette and Country Journal (news-
 paper), 43, 158, 266
 Providence Harbor, 88-89, 91
 Providence Institution for Savings (Provi-
 dence), 285
Providence Journal (newspaper), 158
 Providence Ladies' Volunteer Relief Associa-
 tion, 54
 Providence Library Association (Providence),
 271
 Providence Liederkrantz, 166
 Providence Marine Corps, 50
 Providence Museum (Providence), 179
 Providence Music Association, 169
 Providence Music Teachers' Association, 168
 Providence National Bank (Providence), 146
 Providence National Bank Building (Provi-
 dence), 283-84
 Providence Opera House (Providence), 179
 Providence Philharmonic Orchestra, 168
 Providence Plantations, incorporation of, 36
 Providence Police Association Ball (Provi-
 dence), xxvi
 Providence Singing Society, 168
 Providence Symphony Chorus, 173
 Providence Symphony Orchestra, xxvi, 170
 Providence Tea Party, 258, 262

- Providence Water Color Club, 265
 Prudence Island, 197-98
 Psallonian Society, 165
 Public Education, financing of (*see* Education)
 Public school system (*see* Education)
 Pulaski Day Celebration (Olneyville), xxvi
 Pulaski Square (Woonsocket), 388
 Pulpit Rock (Lincoln), 382
 Purgatory (Middletown), 419
- Quaiapen, 28, 30
 Quakers (*see* Religion)
 Quaker School (*see* Moses Brown School)
 Quanatumpic Grove (Exeter), 369
 Queen Anne's War, 41
 Queen's Fort (North Kingstown), 30, 368-69
 Quequatuck, legend of, 362-63
 Quidneset, 330
 Quinn, Robert E., 59
 Quonochontaug Beach (Charlestown), 343
 Quonset Point (North Kingstown), 330
Quo warranto proceedings, 41
- Radio Stations
 WEAN, 55; WJAR, 55; WPRO, 55
 Raikes, Robert, 118
 Ranger Hall (Kingston), 372-73
 Recreation, xxi-xxiii, 130-34; (*see also* Sports and Recreation)
 Red Brick Tavern (North Smithfield), 376
 Red House (Hopkinton), 358
 Red Rose Inn (Newport), 234
Red Rover (book), 107
 Red Wing, 'Princess,' 442
 Redwood House (Portsmouth), 407
 Redwood Library (Newport), 204, 205, 206, 216, 220-21; (*see also* Libraries)
 Reeves' American Band, 167
 Reeves, David Wallis, 166, 168
 Refining Plant of the Standard Oil Company (East Providence), 411
- Religion
 Baptists, 125-26, 316-17; Charter of 1663, 125; Congregationalists, 126, 271; early, in Westerly, 304-05; Episcopalians, 126-27; first Baptist Church in America, 125; first Baptist Society in America, 34; freedom of thought, 125-26; Jews, 128, 202; Lutherans, 129; Masonry, 128, 202; Methodists, 129; Millerism, 317; Quakers, 38, 127-28, 202, 312, 425; Roman Catholics, 125, 128-29, 314; Sabbatarians, 304, 308; Separatists, 125; Seventh Day Baptists (Newport), 203, 219
 Republican Party, 50
 Restoration of Charles II, 38-39, 60
 Reunion of the Sons and Daughters of Newport, Second, 213
 Revolution (*see* American Revolution)
 Revolutionary Fort, site of (Narragansett), 336
 Revolutionary Intrenchments, site of (Bristol), 192-93
 Reynolds House (Bristol), 189
 Reynolds House (Kingston), 372
 Rhode Island Act of Independence, 44
 Rhode Island Better Homes Exposition (Providence), xxvi
 Rhode Island Charters, 35, 37
 Rhode Island Choral Association, 168
- Rhode Island College (*see* Brown University)
 Rhode Island College of Agriculture and Mechanic Arts (*see* Rhode Island State College)
 Rhode Island College of Education (Providence), 124, 322
 Rhode Island College of Pharmacy and Allied Sciences (Providence), 123
 Rhode Island Commercial School (*see* Bryant and Stratton Business School)
 Rhode Island Country Club (East Providence), 412
 Rhode Island Food Show (Providence), xxvi
Rhode Island Gazette (newspaper), 157-58, 203
 Rhode Island Golf Association Invitation Tournament (Providence), xxvi
 Rhode Island High School Music Festival, 171
 Rhode Island Horticultural Society, 97
 Rhode Island Hospital National Bank Building (Providence), 284
 Rhode Island Independence Act, 258; (*see also* History)
 Rhode Island Independence Day, xxv
 Rhode Island Institute for the Deaf (Providence), 122
 Rhode Island Institute of Instruction (Providence), 120
 Rhode Island Junior Horseshoe Pitchers' Tournament (Providence), xxvi
 Rhode Island Music Association, 168
 Rhode Island Normal School (*see* Rhode Island College of Education)
 Rhode Island Nurseries (Middletown), 408
 Rhode Island Poultry Association, 97
 Rhode Island School of Design (Providence), 122, 153-54, 262; Museum of Art, 270; Old Franklin House, 262
 Rhode Island State College (Kingston), 9, 122-23, 372-74
 Rhode Island Suffrage Association, 51
 Rhode Island Textile School, 123
 Rhode Island Union Society, 418
 Rhode Island Women's Golf League Tournament (Providence), xxvi
 Rhode Island Yacht Club (Pawtuxet), 323
 Rhodes, Christopher, 71
 Rhodes House (Harrisville), 442
 Rhodes House (Scituate), 455
 Rhodes, William, Capt., 442
 Richmond, 356, 374-75
 Richmond, James Cook, Rev., 394
 Richmond Town Hall (Richmond), 356
 River Machine Company, 47
 Rivera, Jacob Rodrigues, 203
 Rivera House (Newport), 217
 Riverpoint, 364
- Rivers
 Blackstone, 16, 86, 87; Flat, 367; Moshasuck, 16, 382; Narragansett, 37; Pawcatuck, 15, 37; Pawtuxet, 15, 297, 363; Potowomut, 15; Providence, 47, 254; Saugatuck, 16; Seekonk, 241-42; Woonasquatucket, 16; (*see also* Water Resources)
 Riverside Drive (Tiverton), 414-15
 Robbers' Corner (North Kingstown), 449
 Robinson, Hannah, 335
 Robinson, Hannah, House (Narragansett), 335
 Robinson House (Newport), 231

- Robinson, Rowland, 93
 Rochambeau, Count
 Arouses good will of colonists, 48; arrives
 in Rhode Island, 45; entertains Iroquois
 deputation, 209; in Newport, 208
 Rockwell, Charles B., 192
 Rodman House (Wakefield), 340
 Rodman Woolen Mill (North Kingstown), 449
 Rodman's Hollow (Block Island), 439
 Roger Williams Meeting-Place, site of (Provi-
 dence), 264
 Roger Williams Spring (Providence), 267-68
 Roger Williams Square (Providence), 288
 Roger Williams Trading Post Marker (North
 Kingstown), 331
 Roger Williams Tree (Rumford), 396
 Roger Williams Village, 365
 Rogers, Samuel, 163
 Roman Catholics (*see* Religion)
 Romanesque Architecture (*see* Architecture)
 Rookery, The (Mount Pleasant), 441
 'Rose' (ship), 45
 Rose Island (Newport), 231
 Rosecrans, William A., 88
 Ross, William C., Col., 166
 Royal Custom House (Newport), 203
 Royal Mill (Riverpoint), 364
 Royall, Isaac, Col., 196-97
 Rubber Industry (*see* Industry)
 Rumford, 396-97
 Rumford Chemical Works (Rumford), 397
 Rumstick Point (Barrington), 400
 Russell House (Providence), 266

 Sabbatarians (*see* Religion)
Sabbath Recorder (newspaper), 304
 Sabin Tavern, site of (Providence), 285-86
 Sacononoco, 295
 Sacred Heart College (Woonsocket), 389
 Saint Columban's Seminary (Bristol), 404
 Saint (*see under* St.)
 Sakonnet Point (Little Compton), 424
 Saltpetre Lot (East Greenwich), 326
 San Souci, Emery J., 102
 Sands, Sarah, 436
 Sanford, John, 60
 Sarah Alexander Champion Home for Nurses
 (*see* Westerly Hospital)
 Sayles House (Pascoag), 443
 Scallop Shell (South Kingstown), 339
 Scamscamuck Spring, site of (Barrington), 400
 Schloss, Berrick, 169
 Schneider, Hans, 169
 Scholfield, Albert G., 121
 School of Instrumental Music, 164
 Schubert Club, 169
 Scituate, 365-66, 453-56
 Scituate Reservoir (Scituate), 455
 Scott, Edward, 205
 Scott, Winfield (Townley), 163
 Seagrave, Frank E., 269
 Seagrave House (Providence), 269
 Searle House (Cranston), 352
 Sebille, Sarah Barnes, 460
 Second Continental Congress, 45
 Second Kent County Jail (East Greenwich),
 328
 Second Scythe Factory, site of (Smithfield),
 376

 Seeker, defined, 34
 Seekonk River Channel, 91
 Separatists (*see* Religion)
 Seth Allen Tavern (Union Village), 378
 Settlers' Rock (Block Island), 438
 Seventh Day Baptists (*see* Religion)
 Sewall, Samuel, 116, 332
 Sewall Tablet (South Kingstown), 332
 'Shakespeare's Head' House (Providence), 266
 Shannock, 375
 Shaw, Oliver, 165
 Shawomet, 295-96
 Sheffield House (Newport), 219
 Shelter Harbor (Westerly), 344
 Shipbuilding (*see* Industry)
 Silk and Rayon Manufacturing (*see* Industry)
 Silversmithing (*see* Art and Artists, Industry)
 Singleton Apple Orchard (Burrillville), 444
 Sisters of St. Joseph (*see* Hunter House)
Skeleton in Armor (book), 107
 Slack, Eliphalet, 249
 Slack Mansion (Pawtucket), 249
 Slater Mansion, site of (Slatersville), 377
 Slater, Samuel
 Aids beginning of textile industry, 47, 78-
 79, 244-45, 297; arrival in Pawtucket, 47;
 machinery of, 247; on education, 80, 118,
 246; reproduces Arkwright process, 70
 Slatersville, 377
 Slatersville Finishing Co. (Slatersville), 377
 Slatersville Reservoir (Slatersville), 377
 Slave Trade, 49, 184, 185; (*see also* Industry)
 Slavery, 46, 52, 62
 Slocumb House (Union Village), 378-79
 Smibert, John, 151, 204
 Smith, Alfred, 211
 Smith Dairy Farm (Burrillville), 444
 Smith Granite Quarry (Westerly), 307, 345
 Smith House (Esmond), 387
 Smith House (North Kingstown), 330-31
 Smith, Orlando, 304, 307
 Smith, Susie, 404
 Smithfield, 376-77, 386-87, 459-61
 Smithfield Academy (Union Village), 121;
 site of, 380
 Smithfield Seminary (*see* Lapham Institute)
 Smithson, William, 172-73
 Snake Den Quarry, 10
 Societies, historical
 East Greenwich, 328; Jamestown, 430;
 Little Compton, 115; Newport, 151;
 Rhode Island, 328
 Society for the Propagation of the Gospel in
 Foreign Parts, 117, 127
 Sockanosset School (Howard), 122
 Soil, 12-14
 Alton stony loam, 13; Miami stony loam,
 13; Norfolk course sand, 14; Warwick
 sandy loam, 13
 Sons of Italy, 99
 Sousa, John Philip, 166-67, 173
 South Kingstown, 331, 339-40, 341-42, 369-
 70, 371-74
 South Kingstown Town Hall (South Kings-
 town), 339
 Southwick, Solomon, 158
 Spanish-American War, 57
 Spaulding House (Lincoln), 384
 Spencer House (East Greenwich), 368

- Sperm Oil Trust (*see* Industry)
 Spicer Tavern, site of (Hopkinton), 359-60
 Sports and Recreation
 Amusement parks, 134, 323; athletics, 134;
 bathing, 132; boating, 131-32; first inter-
 national polo match (1886) (Newport),
 213; first national championship tennis
 matches (1881) (Newport), 212-13; first
 national open golf tournament (1895)
 (Newport), 213; fishing, xxi-xxii, 130-31;
 golf, 133; hiking, 134; hunting, xxii-xxiii,
 132; parks, 132-33
 Sprague, Amasa, 53
 Sprague Mansion (Cranston), 351-52
 Sprague, William, 72
 Sprague, William, Governor, 54, 351
 Spring Street (Newport), 200
 Squantum Club (East Providence), 410
 St. Andrew's Industrial School (Barrington),
 123, 398
 St. Cecilia Choral Union, 168
 St. Cecilia Opera Co. (Woonsocket), 169
 St. George's School (Middletown), 123, 419
 'St. John' incident, 207
 St. John's Lodge of Free and Accepted Masons,
 262-63
 St. Joseph's High School (Newport), 218
 St. Mary's Seminary (East Providence), 410
 St. Paul's Church, site of (North Kingstown),
 331
 Stackhouse, David L., 174
 Stamp Act, opposition to, 43
 Stanton, Joseph, Jr., 47, 344
 Starkweather House (Pawtucket), 248
 Starkweather, Oliver, 248-49
 State Airport (Hillsgrove), 91, 324
 State Armories
 Bristol, 190; Newport, 237-38
 State Board of Education, creation of (*see*
 Education)
 State College (*see* Rhode Island State College)
 State Constitution, 1842, 52
 Amendments to, 62-63; movement for re-
 form of, 51
 State Debt, Revolutionary, 46
 State Federation of Music Clubs, 169
 State Fish Hatchery (Lafayette), 449
 State Flag Adopted, 57
 State Flower, 18
 State Government (*see* Government)
 State Home and School (Providence), 122
 State House (Providence), 57, 145-46, 287,
 322, 458; (*see also* Architecture)
 State Judiciary (*see* Government)
 State Lobster Hatchery (Wickford), 334
 State Office Building (Providence), 322, 458
 State Planning Board, 65, 135-36
 State Police, xxiv
 State Tree, 17
 State Women's Amateur Golf Title Play (Prov-
 idence), xxv
 Steamboat Service, establishment of, 53
 Steere House (Smithfield), 386
 Stephens, Uriah S., 82
 Stetson, Charles Walter, 153
 Stillman House (Weekapaug), 345
 Stillwater, 386
 Stillwater House (Harrisville), 443
 Stillwater Worsted Co. (Mapleville), 444
 Stokowski, Leopold, 173
 Stone Bridge (Tiverton), 416
 Stone Mill (Slatersville), 377
 Stone Quarry (Conanicut Island), 430
 Stone Villa (Newport), 240
 Stonington, bombardment of, 50
 Strand, the (Newport) (*see* Thames Street)
 Strayer Act, 124
 Strikes, 57, 81, 83-84
 Strike of 'female weavers,' 80; (*see also*
 Labor)
 Stuart, Gilbert, 151-52, 218, 335; house of
 (North Kingstown), 335
 Suffrage, liberalizing of (*see* Government)
 Sugar Loaf Hill (Wakefield), 340
 Sullivan Granite Quarry (Bradford), 361
 Sullivan, John, 45, 208, 416, 417
 Sumner, James, 140
 Surprise Valley (Newport), 236
 Swamps, 14
 Swedes (*see* Foreign Groups)
 Sweet's Hill, 442
 Syrians (*see* Foreign Groups)
 Taft and Pierce Manufacturing Co. (Woon-
 socket), 313
 Talma Theater (Providence), 286
 Tashtasuck, 106
 Tavern Hall Club, 372
 Taxes, 63
 Taylor, George, 116
 Taylor House (Providence), 265
 Taylor, Richard B., 166
 Tefit Mill, site of (*see* Marion Woolen Com-
 pany, Inc., Mill)
 Telephones, 55, 213
 Temple Jeshuat Israel (Newport), 219
 Ten Rod Road (Exeter), 331
 Textile Industry
 Birthplace of, 78; growth of, 79-80; (*see*
 also Industry)
Textile World (periodical), 75
 Textiles, related industries (*see* Industry)
 Thames Street (Newport), 200, 201, 204
 Theater
 Albee stock company, 180; amateur dra-
 matics, 179 (*see also* individual entry);
 early opposition to, 175, 176; first dra-
 matic performance, 175; growth of, 176;
 lectures, 176; legitimate stage *versus*
 cinema, 180; moral dialogues, 175; music
 and, 178-79; personalities in, 175-80; War
 of 1812, effect on, 177; (*see also* Dramatics,
 amateur)
 Thies Dyeing Company (Centerville), 366
 30 Benefit Street, Inc. (Providence), 268
 Thomas, A. E., 179
 Thompkins, Charles H., 54
 Thornton, 452
 Thorpe, John, 245
 Thurber, S. T., 166
 Thurston House (Hopkinton), 359
 Tift, Joshua, 29
 Tillinghast Estate (Johnston), 453
 Tillinghast House (Newport), 222
 Tillinghast, Pardon, 68, 257
 Tiverton, 413-17
 Annexation of, 415; industry, 415-16;
 purchase of, 415; Revolution, effect on, 415

- Tiverton Four Corners (Tiverton), 422
 Toby, Zalmon, Rev., 297
 Tockwotton House (Providence), 89-90
 Topography (*see* Geography and Topography)
 Torpedo Boat, first, 195
 Totten, Joseph G., 236
 Toupin, Felix A., 102
 Tourist Camp (Weekapaug), 345
 Touro, Isaac, 128
 Touro, Judah, 221
 Tousard, Louis, 236
 Tower Hill House (South Kingstown), 338
 Towers, The (Narragansett), 337
 Town Building (Harrisville), 443
 Town Government, 63-64
 Town Hall (Barrington), 399
 Town Hall (Block Island), 438
 Town Hall (Little Compton), 423
 Town House (Foster Center), 457
 Town Pound (Chepachet), 445
 Town Schools, organization of (*see* Education)
 Towns, status of, 321
 Townsend Industrial School (Newport), 228
 Townshend, Thomas, Capt., 422
 Trailer Information, xxiv
 Transportation
 Air, xxi, 91; highway, xxi, 86-87, 89, 91-92; railroad, xxi, 86, 88-90; street railway, 90-91, 213; waterway, xxi, 86-89, 91
 Treaty of Taunton, 1671 (*see* Indians)
 Treaty Rock (Little Compton), 422
 Trevett *versus* Weeden, 46
 Trimming, William, 435
 Trinity Church (Newport), 141-42, 224-26
 Trinity Church, site of (Bristol), 187-88
 Tripp, William, Capt., 94
 Trout Hatchery (Richmond), 356
 Truck-Gardening (*see* Agriculture)
 Trumbull, Jonathan, 114
 Tucker House (South Kingstown), 341
 Turkey Farm (Glocester), 445
 Turk's Head Building (Providence), 284
 Turner House (East Greenwich), 328
 Turnpikes, 53, 89
 Turpin, William, 116
 'Ulalume' (poem) (*see* *American Review*)
 Underground Railway, 266
 Union Station (Providence), 322
 Union Village, 378-81
 Unions
 American Federation of Labor, 82, 84;
 Building Trades Council, 84; Carpenters'
 District Council, 84; General Association,
 organization of, 80; House Carpenters,
 81; Knights of Labor, 82; National Trade
 Union, 81; New England Association of
 Farmers, Mechanics, and Other Working-
 men, 81; Practical Masons, 81; Providence
 Association of Workingmen, 80-81; Prov-
 idence Central Federated Union, or 'Cen-
 tral Body,' 84
 United States Coast Guard Station (Block
 Island), 438
 United States Naval Torpedo Station (New-
 port), 237
 United States Naval Training Station (New-
 port), 232
 United States Post Office (Westerly), 305
 United States Route 1, 321
 United States Rubber Co., 313
 United States Torpedo Station Memorial
 (Newport), 237
 United States Weather Bureau and Radio
 Station (Block Island), 437-38
 University Glee Club, 169
 University Grammar School, site of (Provi-
 dence), 272
 University School (Warren), 117
 Updike House (Wickford), 334
 Updike, Lodowick, 333
 Updike, Wilkins, 119, 160
 Usquepaugh, 369
 Utter House (Hopkinton), 359
 Uxbridge Worsted Co. (Pascoag), 443
 Valley Falls, 394-95
 Van Zandt House (Newport), 222
 Vanderbilt, Cornelius, 233
 Varnum House (East Greenwich), 327
 Varnum, James Mitchell, Gen., 327
 Varnum Memorial Armory (East Greenwich),
 327
 Verdandi Male Chorus, 104, 168
 Vernon House (Newport), 226
 Vernon, Samuel, 150
 Verrazano, Giovanni da, 32, 434
 Viking Tower (*see* Folklore)
 Village Green (Slatersville), 377
 Vinton, J. R., Major, 52-53
 Vose House, Willing (Woonsocket), 315-16, 385
 Wager Weeden Watering Place (South Kings-
 town), 341
 Waite House (Kingston), 371
 Wakefield, 339-40
 Wakefield Manufacturing Co. (Wakefield),
 339
 Walker, Ralph, 148
 Wallum Lake, 444
 Wallum Lake Sanatorium (Wallum Lake), 444
 Wampanoag Grinding Mill, site of (Warren),
 404
 Wampanoags (*see* Indians)
 Wamsutta, 28
 Wanton, Gideon, 228
 Wanton, Joseph, 43-44, 227-28, 231
 Wanton-Lyman-Hazard House (Newport), 227
 Wanton, William, Capt., 41
 Wanumetonomy Golf and Country Club (Mid-
 dletown), 408
 War of 1812, 48-49, 79
 Effect on theater, 177; militia service in,
 49-50
 War Memorial (Newport), 239
 War Memorial Bridge (Pascoag), 443
 Ward, Samuel, 43, 344; house of, site (West-
 erly), 344
 Warner House, site of (Warwick), 325
 Warren, 401-04
 Warren Bridge (Warren), 400
 Warren Common (Warren), 403
 Warren House (Bristol), 190
 Warren, Russell, 144, 271
 Warwick
 As city, 293; as Shawomet, 295-96; early
 commerce, 296; industry, 294-97; King
 Philip's War and, 296; population, 293-

- 94; public education in, 297; Revolution and, 297; town meetings, 293, 296
- Warwick Chemical Co. Plant (Crompton), 53
- Warwick City Hall (Warwick), 326
- Warwick Club Ginger Ale Co. (Arctic), 366
- Warwick Country Club (Warwick), 325
- Warwick, Earl of, 35, 296
- Warwick Mills (Centerville), 366
- Washington, 367-68
- Washington Academy (North Kingstown), 18-19
- Washington Allston House (Newport), 226
- Washington Bridge (Providence), 288, 451
- Washington County Jail (Kingston), 370
- Washington, George
- Confers with Rochambeau, 45-46, 209, 426; reviews French troops, 230; visits Providence, 258
- Washington Square (Newport), 217
- Washington Trust Company Building, 308
- Watch Hill, 347-50
- Watch Hill Beach Club (Westerly), 348
- Watch Hill Beach Club Water Carnival (Watch Hill), xxvi
- Watch Hill Yacht Club (Westerly), 348
- Watch-Tower, site of (Watch Hill), 350
- Watchman Industrial School (Scituate), 124, 53
- Water Resources, 14-16; (*see also* Rivers)
- Waerman, John, 445
- Wason, Matthew, 412, 413; house of (Barrington), 413
- Web, Thomas Smith, 165, 263
- Wekapaug, 345
- Wells House (Kingston), 371
- Wells, Joseph, 301
- Wells Place (Wallum Lake), 444
- West Greenwich, 354, 447-48
- West Kingston, 369-70
- West Warwick, 363-66
- Westconnaug Purchase, 447
- Westerly
- Boundary dispute of 1661, 300; commerce, 301; Dutch explorers, 299; general description of, 298-99; Indians, negotiation with, 299; industry, 298, 301, 303-04, 307; military history of, 301, 304; religion in, 304-05; Revolution and, 302; population of, 304; villages in, 344-50; War of 1812, 302-03
- Westerly Armory, 310
- Westerly Daily Sun* (newspaper), 304
- Westerly Echo* (*see Narragansett Weekly*)
- Westerly Hospital (Westerly), 346
- Westerly Junior High School (Westerly), 307
- Westerly Memorial Building and Library (Westerly), 305
- Westerly Railroad Station (Westerly), 310
- Westerly Town Hall and Courthouse (Westerly), 306
- Westerly Yacht Club (Westerly), 346
- Western Hotel (Nasonville), 441
- Weybosset Bridge (Providence), 284
- Whaley, Theophilus, 354
- Whaling (*see* Industry)
- Walley, Edward (*see* Whaley, Theophilus)
- Wheaton, Henry, 160
- Whipping-Post (Tiverton), 422
- Whipple, Abraham, Capt., 45
- Whipple House (Georgiaville), 387
- Whipple House (Limerock), 381
- Whitaker, William, 166
- Whitcomb Farmhouse (East Providence), 411
- Whitcomb, William, 411
- Whitefield, George, 305
- Whitehall (Middletown), 418-19
- White Horse Tavern (Newport), 229
- White Rock (Westerly), 310
- White Rock Manufacturing Co. (Westerly), 310
- Whitman House (Providence), 269
- Whitman, Sarah Helen, 161, 269, 272
- Whittier, John Greenleaf, 160, 161
- Wickford, 333-35
- Wickford Junction, 449
- Wickford Town Hall, 333
- Wilbur, Isaac C., 94-95
- Wilbur School (Little Compton), 423
- Wilcox, Harriet, 305
- Wilcox House (Foster), 457
- Wilcox, Stephen, 305
- Wilkinson, David, 245-46
- Wilkinson Family, 72-73
- Willet, Thomas, 412; grave of (East Providence), 412
- Williams, Catherine, 161
- Williams Homestead (Foster), 456
- Williams House, site of (Scituate), 446
- Williams, Roger
- Aids in purchasing Aquidneck, 200; as Indian peacemaker, 27; as officer under Charter of 1644, 201; as President of the Colony, 60; at founding of Providence, 255-56; house of, site (Providence), 267; in King Philip's War, 29, 40; in land agreement with Narragansetts, 36; *Key into the Language of America*, 157; memorial to (Providence), 148; miscellaneous references, 350, 396, 450; obtains Colony's first charter, 35; on baptism, 125; on Quakerism, 127-28, 203; on wampum, 23; prevails upon Narragansetts to ally with colonists, 26; secures revocation of Coddington commission, 38; youth and early manhood, 32-34
- Williams, Walter, 172
- Willow Dell (South Kingstown), 341
- Wilson Nurseries (Middletown), 408
- Wilson's Reservoir (Burrillville), 443
- Windmill (Conanicut Island), 430
- Windmill Cottage (East Greenwich), 326-27
- Windmill Hill (Little Compton), 422
- Winnapaug Golf Club (Westerly), 344
- Winter Sports Carnival (Providence), xxv
- Winthrop, 37
- Wireless Telegraph, introduction of, 55
- Wister, Owen, 162
- Wolf Rocks (North Kingstown), 369
- Women Suffrage, 58
- Women's College (*see* Brown University)
- 'Woodhouse' (ship), 202
- Woolen Industry (*see* Industry)
- Woonsocket
- Early history, 312; geography, 311; incorporation, 314; industries, 311-13; miscellaneous references, 385, 388-89; population, 311-12

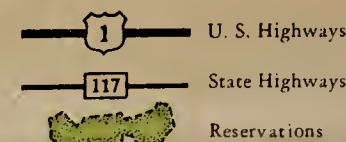
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| Woonsocket City Hall (Woonsocket), 315
Woonsocket Courthouse (Woonsocket), 315
Woonsocket Machine and Press Co. (Woonsocket), 313
Woonsocket Rubber Company, 313
Worcester County Festivals, 168
Works Progress Administration Art Projects
(<i>see</i> Art)
World War Memorial (Providence), 148
Worsted Industry (<i>see</i> Industry) | Wroth, Lawrence C., 162-63

'Yankee' (ship), 49
Yawgoog Scout Camp (Hopkinton), 358
Ye Old Brown Bread Place (East Greenwich), 38
Young House (Providence), 287
Young Memorial (Providence), 282
<i>Youth's Companion</i> (periodical), 160

Zerrahn, Carl, 168 |
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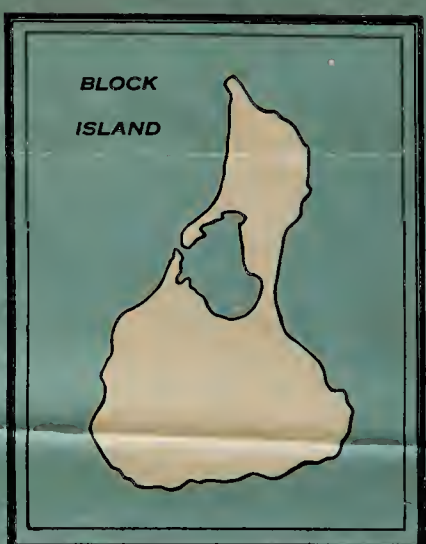
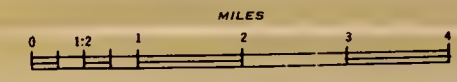


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